

North Cheyenne Cañon Park Master and Management Plan Appendices

City of Colorado Springs

Parks, Recreation and Cultural Services Department

02 July 2018





North Cheyenne Cañon Park Master and Management Plan Appendices

prepared by



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Appendix A -

September 19, 2017

Identify Issues and Guiding Principles including:

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Categorized Interview Responses

What are your perceptions about challenges related to the Park?

Traffic/parking

- The biggest is traffic management and parking. A shuttle would be ideal from Memorial Day to Labor Day but there is no place to park for it. There needs to be a traffic management plan for the Park.
 Because of the deed, the shuttle would have to be free. There's just not enough parking people just park on the street and the Helen Hunt Falls lot fills up. The Police have been issuing tickets.
- Traffic safety is a big issue. People are looking around as they drive and they drive like tourists.
- For a good master plan, we need visitor counts and traffic management information. We need to be visionary and think about how Park usage will continue to grow. Why not piggyback on the Garden of the Gods shuttle?
- The gravel pit parking lot needs to be paved it's ungraded, it floods, there are holes in the middle and people park in the wrong places. It's a free-for-all.
- Parking is a circus and there is parking gridlock. Traffic is a problem.
- Provide paving and striping in the gravel lot.
- Traffic, people who don't follow the rules, safety hazards.
- I second the traffic issues. Parking makes the road one lane and there are blind curves and hairpin curves.
- There are more tourists over the last two years.
- There are times you can't get through the upper parking lots, both at Helen Hunt Falls and the upper gravel lot.
- Without road striping, people have the flexibility to pass cyclists, which is good. There has also been a parking impact from Seven Falls.
- There is no posted speed limit on Gold Camp Road.
- Bob the Park ranger is really good about keeping the residents in Canyonwood informed about what's going on. There are 13 homes up there.
- There's going to have to be a fire or a fatality to get some enforcement on the road. They once gave
 a lot of tickets and it upset some people.
- Bob does a great job of plowing the road in the winter.
- Drifters race cars through the Canon and spin cars on the road at night.
- Winter conditions are different in the Lower Cañon; as you go up there are worse conditions. They should really close the road during really bad storms.
- But emergency vehicles have to get up.
- The Park closes at 11 p.m. but people are here all night long.
- A shuttle is not a good idea. People like the freedom of having a car. Plus tour buses go in the Park.
- Parking on the S caused blind turns for traffic.
- Like the new pavement.
- Parking.
- Safety of bikes on the road, especially those that are speeding.
- I think a shuttle is a valid idea you need to think ahead about future use.
- Plan should anticipate more usage and more cars



The Broadmoor's shuttles to Seven Falls are running every three minutes and the neighborhood's not happy. Seven Falls parking in the Cañon is also causing parking problems.

<u>Fire</u>

- I have a big worry about a fire and being able to get out [of Canyonwood].
- There are campfires all year long, but mostly on summer weekends. Sunday nights are the worst with fires in the parking lot.
- The number one concern of homeowners in the Stratton Forest HOA of 30 homeowners is fire danger from Gold Camp Road. Tourists just don't understand fire danger in Colorado.
- The City did fire mitigation off Pegasus which was good.
- Fire mitigation in the Canon is a real concern to the Canyonwood neighborhood.
- I think consideration should be given to closing Gold Camp.
- We're living in a forest so you just have things you need to deal with. We're secluded and we're on septic and wells.
- Fire mitigation is important but what worries me is that over at over 30 degree slope, it's too steep to mitigate, which is most of the Cañon, so they over-mitigate the lower parts.
- Mowing Gambel oak like they did in Stratton Open Space just makes it more dense and they'll have to do it again in five years.
- Plus, the soil-gouging opens up the soil to more weeds.
- The City runs fire trucks up the Cañon at any little thing. Why do we have a redundant system that costs us all and adds to the crowding in the Park?

Trails/trail connections

- We need more connected trails. Columbine Trail dumps out on the road. I've (Bob Falcone) plotted a connection for Mt. Cutler Trail to Columbine and Capt Jacks to Columbine.
- Connectivity is an issue. We need Chamberlain Trail and something besides the Chutes Trail. There is Gold Camp Path, but it's not well-signed and it's hard to find.
- The Mid-Columbine Trail needs a major re-route because of the scree surface.
- I'd suggest elevating the walkway over the scree.
- We need trail connectivity between the Park and Stratton Open Space.
- We need an alternative hiking-only trail at Chamberlain.
- I love hiker-only trails and we need one here [in the Park].
- Maintenance of trails.
- I agree some trails are over-used.
- Trail usage is not in crisis mode but it just continues to grow. We need more trails, connectivity options, and loops. We need to spread people out and provide different levels of difficulty.
- We need all levels. We need an easy trail from the parking area.
- Increased usage is leading to conflicts.
- Grades of trails.
- Bike damage to trails.
- Chamberlain Trail is very well built.
- You're chasing a mirage to spend TOPS money on trail connections. Most are already there. Chamberlain makes the connection between the Park and Stratton Open Space. Where will you put trails in the upper area (Point Sublime)? The Gold Camp Path and Chamberlain in between is serious, serious steep. With the new Medicine Wheel portion of Chamberlain, it's all there. The upper area with potential connections are all blocked by RFI fences.



- I wish they could've taken Chamberlain Trail across the plateau and across two canyons and connected it to Strawberry Fields across the meadow.
- On the 208 acres, I'm pleased to see Daniels Pass Trail on the map. The challenge is that part of that
 Trail is miserable it comes down in a really narrow part and there's no place for a trailhead.
- Will you include a trail to Greenwood Village/the Green settlement? The buildings there go back to the 50s.
- The 208 acres are pretty useless because of the steep topography.
- Are there other places for additional trail development in the Cañon? The other area that intrigues me is the top of Helen Hunt Falls to Mt. Rosa.
- On Cresta Open Space, I question whether the marked trail on the map is there.
- Leave the Stratton Springs path wooded area (in Stratton Open Space) alone don't mitigate it and leave it as a natural area. It's a nesting site for birds.

Visitor volume/experience

The visitor experience. There is a unique interface with the mountains here. The Convention and Visitors Bureau has been specifically promoting parks this year. The Garden of the Gods Visitor Center is up 32% in visitation and Pikes Peak Highway is up 100%. The Master Plan has to anticipate the future demand and it has to be addressed for locals and visitors. There is record visitation all over the state. The State is working on a plan to send people to areas in the state that are less used. Our Center sends people to this Park for the great trails and the mountain interface. It's a magnet for visitors.

Services and facilities

- The lack of bathroom facilities is a problem. We need a permanent, year-round bathroom near Mid-Columbine Trail and Helen Hunt Falls. I'm hearing it's an issue in all parks.
- There's no place to get drinking water. We need dispensers, not plastic water bottles.
- I would like to know what the typical visitor looks like. What do they need to have a great experience? An ambassador program is an example of what could be done for visitors.
- There's a lack of information in the Park, except for the Visitor Center which isn't always open.
 Information kiosks are needed.
- Those kiosks could include information about trails, for example, "If you have an hour, here's a good trail..." People don't always know where they are in the Park.
- Year round accessible Bathrooms are needed.
- [Build] bathrooms and get rid of the Porta-Potties.
- A bathroom at Pinnacle would be good, even if it was a Porta-Potty and "wag bags."
- Need trash facilities.
- Restrooms are needed. We at least have Porta-Potties now.

User Conflicts

- There are user conflicts that are related to traffic and some biker/hiker conflicts.
- For some conflicts, sight distances are the problem.
- Dogs off-leash is a big problem.
- Enforcement is lacking.
- Usage is increasing and there are more conflicts.
- There are conflicts with people above and below the Hully Gully ice climbing area.
- Don't allow bikes off-road.



<u>Signage</u>

- I understand the City's working on a City-wide signage plan.
- We need signs about not leaving valuables in your car.
- We need a directional sign to the Seven Bridges Trail.
- There needs to be a sign put up at the Stratton Open Space reservoirs to remind people to put their dogs back on-leash.
- We need to be careful that we don't put up too many signs.
- There's some confusing directional signage now.
- Social signage is happening.
- You can get maps on your phone and can get coverage in some areas of the Park. It would be good to have QR codes on signs. REI has the MTB project where you can download map files.
- Public safety would be enhanced with phone use.
- Suggest signs with recommended suggested trail routes for hikes and cycling. What to do in 1 hour visit or 3 hour visit.
- Suggest signs with emergency locator coordinated with the fire department and Search and rescue,
- Need signage when you enter the park.
- There is no signage here. We need stats on the trails we're on and QR codes for information.
- We need information about trail difficulty.

Crime/vandalism

- Crime and vandalism is an issue in all parks. My car was broken into in the upper Cañon up by the gate to Seven Bridges Trail.
- People are shooting in the Park.
- I saw a man shooting a gun down into the Cañon.
- We need dedicated Park Police, even if it's only in the summer time. They need to have the equipment to go off-trail.
- Dog off-leash

Cycling

- We should plan for this as a destination for bicyclists. We need secure places for them to put their bikes so they can go hiking. Put bike parking around Starsmore.
- Enhance bike facilities in park to support Cheyenne Boulevard bike lanes.
- There are road cycling challenges. This is the only Alpine climb area in town. The width of the road is a problem. We need bike lanes and increased road width. I wouldn't want restrictions, like certain days you can ride or one-lane sections.
- It would be good to have bike facilities parking and striping.

Public access

- Stratton Forest Open Space is in a private, gated community and that causes problems. Our number two concern is drifters coming through our neighborhood. We don't want the parking area northeast of Stratton Preserve. That provides public access into private property.
- Lots of our Stratton Forest neighbors hike the trail. There are 10 homes that abut the open space and they want to know what will happen with the Master Plan – what are the future plans?
- Cyclists damage the land in Stratton Preserve Open Space. The bulk of trail traffic is not causing a problem but having strangers walking down private streets is unsettling for some. They're probably coming from Gold Camp Road.
- Canyonwood has the same issue.



- GPS misdirects people to an alternate route up in our area [Canyonwood] so people are always getting turned around.
- On July 4th, the Police Department closed access to Gold Camp Road. It's under El Paso County jurisdiction. No one seems to know why they closed it. Why was a major recreation corridor closed on a holiday?

Specific problem areas

- There are places above the Cub where drainage off the road is causing erosion problems.
- The back side of Pinnacle is a scree slope and there are trails everywhere it's eroded and a real
 mess.

Special events

- Gating at night might be helpful, especially for special events.
- There are running events in the Park now. It would be good to have clear guidelines for having events here.

Other

- Are there any plans to address the Park/Forest Service border? It would be good to have it marked regarding ownership and rules.
- We need good signage to parking lots, Seven Bridges, and throughout the Park.
- Need better enforcement and ticketing in the park.
- Dogs off-leash.
- How will all that work with Strawberry Fields? How will it all be coordinated?

What are your perceptions about opportunities that you believe exist for the Park?

Natural resource

There should be flora and fauna tours and nature walks offered.

Trails

- The new L-shaped section of land [208] should be limited on trail use.
- Medicine Wheel has identified new trail opportunities. Description and maps have been provided.
- Make improvements to Daniels Park.
- Medicine Wheel would like to continue helping with trail layout and trail building.

Climbing

- Hully Gully and the Silver Cascade slab are the only ice-climbing areas. We need trails to both areas
 and parking. We need a management plan for ice climbing. We need to put in bolt anchors instead
 of using trees as anchors and damaging them. Both areas are overused.
- In the past, people were diverting water to the slab [for ice climbing] but there are problems with water law. I would like to see it further explored.
- The Climbing Association would help with developing a management plan for summer and winter climbing.
- We should push to do a park system-wide climbing plan.
- Climbing areas need parking and facilities.



- There are no signs that highlight the climbing opportunities in the Park. You can't get a climbing permit here – you have to go get it at the Garden of the Gods.
- There is no climbing management plan for the Park. Red Rock Canyon is a good model.
- Replacement of old anchors from the 50s is important. We need standards and a managed process like there is at Red Rock Canyon. Most climbing is in the Lower Cañon and on the Silver Cascade slab.
- Trail access to climbing areas is needed.
- Natural climbing anchors like trees are being impacted by erosion.

Historic facilities

- Use the old amphitheater as a concert venue or bring back the Army's climbing demonstrations up
- Music in the Cañon would be great.
- Provide access to the Greenwood cabins is part of the land exchange and desired for interpretation with "private property signs" at boundaries.

Water use

Emphasize the use of water in the Cañon. Use solar-powered pumping and filtration.

Interpretation

- There should be flora and fauna tours and nature walks offered.
- Encourage interpretation to get kids outside to address the concerning trends related to kids on their devices.
- Emphasize how water built the Cañon. Highlight the system, including the pump stations and the reservoirs.
- Restoration of the Harlan Wolfe property on Cheyenne Road is an opportunity. The Friends of Cheyenne Cañon, the Convention and Visitors Bureau, the Historic Preservation Alliance and (fill in) are restoring that historic property and that could promote the historic aspects of this Park. We need signage in the Park about its history, like the bridges and the old railroad bed.
- The Historic Preservation Alliance does tours in the summer. Why not do historic tours in the Cañon?
- Highlight the Native American history in the Cañon.
- It would be good to highlight the historic resources on a visitor map and to have historic hikes and a water hike. Programming is a possibility.
- Educational things for kids and adults, like the impacts of altitude, driving in the mountains, weather.
- Use it for education. Get kids outdoors more without their earbuds and devices. Tie it in with history, which ties to the history of the Southwest.
- The Park has a fascinating history, and it's a mountain park that's close to the city.
- Don Ellis has a history of Colorado College.

Additional uses

- Geocaching are there appropriate places in the Park?
- Use the Park for field trips. Pikes Peak Community College conducts field trips there focused on edible plants.
- The Cañon gets lots of use. People from the southeast part of the city come for picnics, which is wonderful.

- Maintain the wild feel.
- A better signage program.
- It will be known as a climbing area.
- Expand trail opportunities in a clearly marked, connected way.
- I would echo that. Also sustainable and well-designed.
- I also echo that. There are increased pressures on the Park. Figure out how to balance resource protection and use, for example with parking areas and lots.
- Create a clear definition of where to park using signage and fencing.
- Educating people.
- Taking care of the land, including erosion, fire, new plantings, making it better for all. For Stratton
 Forest Open Space, management of the land but don't change it.
- Better safety, education, better care, less trash.
- Master Plan implies changes why not leave it alone? Is there discussion of development, in other words, housing, especially on Stratton Open Space?
- Expose as many people as possible because it's a wonderful Park, but also protect the resource.
- Maintain the quality of the Park asset and keep it as is as much as possible.
- Preserve the naturally man-made asset and pay attention to design. Solve the transportation challenges to make it accessible and safe.
- Have the means and the will to implement the Master Plan.
- Preserving what's there a spectacular canon, looking out on the Plains with wonderful views, and right on the edge of the city. Make it as sustainable as possible, given the future growth in use.



Categorized Interview Responses by Group

Friends Groups

What are your perceptions about challenges related to the Park?

Traffic/parking

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Bicycles

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Natural resource

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Climbing

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Historic facilities

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Water use

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Interpretation

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- Emphasize how water built the Cañon. Highlight the system, including the pump stations and the reservoirs.

Additional uses

Geocaching – are there appropriate places in the Park?

Do you feel engaged with the City and have a sense of ownership of the Park?

- Whenever we (Friends of Stratton Open Space) have reached out to the City, someone's been there
- With the Friends of Cheyenne Cañon, we have not been on the same page in our relationship with the Parks Department's Cultural Services Division. We have different attitudes toward friends groups. We used to have a retail operation in Starsmore and Cultural Services basically said, "You're out. We'll find a contractor." Apparently having volunteers ring up sales was a problem. That took away a Friends' revenue stream, and that's revenue that was going back into the Park. The Friends have contributed millions of dollars to the Park over the past 25 years. It was a service to people as well as a fund-raiser. The Friends kept the Visitor Center going in 2008 when the Parks budget was cut. The Parks Department trails people love us because we provide labor and funds.
- The Stratton Friends have struggled to keep going. Is there an opportunity to have one friends group support both properties?
- It's not a good idea to combine them they have different user groups.
- The Friends of Cheyenne Canon rejected that idea it was a capacity issue.
- There are many large donors on the Friends of Stratton Open Space board.
- What about an academy for friends groups where they could all learn together?
- The Park Master Plan document should acknowledge the impacts of the Friends and their relationship with the City. There should be an aspirational statement and it should describe what the Friends do.

In the next ten years, if the Master Plan could accomplish one thing, what should that be?

- The connectivity of trails.
- The user experience has been improved there are better facilities and better traffic management.
- Maintain the wild feel.
- A better signage program.
- It will be known as a climbing area.



User Groups

What are your perceptions about challenges related to the Park?

Trails

- Maintenance of trails.
- I agree some trails are over-used.
- Trail usage is not in crisis mode but it just continues to grow. We need more trails, connectivity
 options, and loops. We need to spread people out and provide different levels of difficulty.
- We need all levels. We need an easy trail from the parking area.

Traffic/parking

Parking is a circus and there is parking gridlock. Traffic is a problem.

Services/facilities

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- [Build] bathrooms and get rid of the Porta-Potties.
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- Trail access to climbing areas is needed.
- Natural climbing anchors like trees are being impacted by erosion.

Specific problem areas

- There are places above the Cub where drainage off the road is causing erosion problems.
- The back side of Pinnacle is a scree slope and there are trails everywhere it's eroded and a real
 mess.

Cycling

- There are road cycling challenges. This is the only Alpine climb area in town. The width of the road is a problem. We need bike lanes and increased road width. I wouldn't want restrictions, like certain days you can ride or one-lane sections.
- It would be good to have bike facilities parking and striping.

User conflicts

Usage is increasing and there are more conflicts.



Special events

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Trails

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- Medicine Wheel has identified new trail opportunities.
- Make improvements to Daniels Park.
- Medicine Wheel would like to continue helping with trail layout and trail building.

Climbing

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- In the past, people were diverting water to the slab [for ice climbing] but there are problems with water law. I would like to see it further explored.
- The Climbing Association would help with developing a management plan for summer and winter climbing.
- We should push to do a park system-wide climbing plan.

User conflicts

There are conflicts with people above and below the Hully Gully ice climbing area.

Other

- People are shooting in the Park.
- Are there any plans to address the Park/Forest Service border? It would be good to have it marked regarding ownership and rules.

In the next ten years, if the Master Plan could accomplish one thing, what should that be?

- Expand trail opportunities in a clearly marked, connected way.
- I would echo that. Also sustainable and well-designed.
- I also echo that. There are increased pressures on the Park. Figure out how to balance resource protection and use, for example with parking areas and lots.
- Create a clear definition of where to park using signage and fencing.



Adjacent Neighborhood Representatives

What are your perceptions about challenges related to the Park?

Traffic/parking

- Traffic, people who don't follow the rules, safety hazards.
- I second the traffic issues. Parking makes the road one lane and there are blind curves and hairpin curves.
- There are more tourists over the last two years.
- There are times you can't get through the upper parking lots, both at Helen Hunt Falls and the upper lot.
- Without road striping, people have the flexibility to pass cyclists, which is good. There has also been a parking impact from Seven Falls.
- There is no posted speed limit on Gold Camp Road.
- Bob the Park Ranger is really good about keeping the residents in Canyonwood informed about what's going on. There are 13 homes up there.
- There's going to have to be a fire or a fatality to get some enforcement on the road. They once gave
 a lot of tickets and it upset some people.
- Bob does a great job of plowing the road in the winter.
- Drifters race cars through the Canon and spin cars on the road at night.
- Winter conditions are different in the Lower Cañon; as you go up there are worse conditions. They
 should really close the road during really bad storms.
- But emergency vehicles have to get up.
- The Park closes at 11 p.m. but people are here all night long.
- A shuttle is not a good idea. People like the freedom of having a car. Plus tour buses go in the Park.

<u>Fire</u>

- I have a big worry about a fire and being able to get out [of Canyonwood].
- There are campfires all year long, but mostly on summer weekends. Sunday nights are the worst with fires in the parking lot.
- The number one concern of homeowners in the Stratton Forest HOA of 30 homeowners is fire danger from Gold Camp Road. Tourists just don't understand fire danger in Colorado.
- The City did fire mitigation off Pegasus which was good.
- Fire mitigation in the Cañon is a real concern to the Canyonwood neighborhood.
- I think consideration should be given to closing Gold Camp.
- We're living in a forest so you just have things you need to deal with. We're secluded and we're on septic and wells.
- The City runs fire trucks up the Cañon at any little thing. Why do we have a redundant system that costs us all and adds to the crowding in the Park?

Public access

- Stratton Forest Open Space is in a private, gated community and that causes problems. Our number two concern is drifters coming through our neighborhood. We don't want the parking area northeast of Stratton Preserve. That provides public access into private property.
- Lots of our Stratton Forest neighbors hike the trail. There are 10 homes that abut the open space and they want to know what will happen with the Master Plan – what are the future plans?



- Cyclists damage the land in Stratton Preserve Open Space. The bulk of trail traffic is not causing a problem but having strangers walking down private streets is unsettling for some. They're probably coming from Gold Camp Road.
- Canyonwood has the same issue.
- GPS misdirects people to an alternate route up in our area [Canyonwood] so people are always getting turned around.
- On July 4th, the Police Department closed access to Gold Camp Road. It's under El Paso County jurisdiction. No one seems to know why they closed it. Why was a major recreation corridor closed on a holiday?

<u>Other</u>

- We need good signage to parking lots, Seven Bridges, and throughout the Park.
- What's wrong with the Canon that we need this plan?
- How will all that work with Strawberry Fields? How will it all be coordinated?

What are your perceptions about opportunities that you believe exist for the Park?

- Fire mitigation is OK.
- Leave open space natural, with no structures.
- Educational things for kids and adults, like the impacts of altitude, driving in the mountains, weather.
- We need Chamberlain Trail signage in the Stratton Forest neighborhood and fencing to control cyclists.
- Myers Hill is especially steep.

In the next ten years, if the Master Plan could accomplish one thing, what should that be?

- Educating people.
- Taking care of the land, including erosion, fire, new plantings, making it better for all. For Stratton Forest Open Space, management of the land but don't change it.
- Better safety, education, better care, less trash.
- Master Plan implies changes why not leave it alone? Is there discussion of development, in other words, housing, especially on Stratton Open Space?



Community Groups

What are your perceptions about challenges related to the Park?

Traffic/parking

- Parking.
- Safety of bikes on the road, especially those that are speeding.
- I think a shuttle is a valid idea you need to think ahead about future use.

User conflicts

Don't allow bikes off-road.

Trails/trail connections

- Grades of trails.
- Bike damage to trails.
- Chamberlain Trail is very well built.

Visitor volume/experience

The visitor experience. There is a unique interface with the mountains here. The Convention and Visitors Bureau has been specifically promoting parks this year. The Garden of the Gods Visitor Center is up 32% in visitation and Pikes Peak Highway is up 100%. The Master Plan has to anticipate the future demand and it has to be addressed for locals and visitors. There is record visitation all over the state. The State is working on a plan to send people to areas in the state that are less used. Our Center sends people to this Park for the great trails and the mountain interface. It's a magnet for visitors.

Services/facilities

Restrooms are needed. We at least have Porta-Potties now.

What are your perceptions about opportunities that you believe exist for the Park?

- The City did a great job of putting the Park back together after the flood.
- Restoration of the Harlan Wolfe property on Cheyenne Road is an opportunity. The Friends of Cheyenne Cañon, the Convention and Visitors Bureau, and the Historic Preservation Alliance are restoring that historic property and that could promote the historic aspects of this Park. We need signage in the Park about its history, like the bridges and the old railroad bed.
- It would be good to highlight the historic resources on a visitor map and to have historic hikes and a water hike. Programming is a possibility.
- Develop partnerships with the Forest Service.
- Is the military still training here?



- The Historic Preservation Alliance does tours in the summer. Why not do historic tours in the Cañon?
- Highlight the Native American history in the Cañon.
- The Pikes Peak Outdoor Recreation Association and Adventures Out West would probably be interested in the Master Plan – you should contact them.

In the next ten years, if the Master Plan could accomplish one thing, what should that be?

- Expose as many people as possible because it's a wonderful Park, but also protect the resource.
- Maintain the quality of the Park asset and keep it as is as much as possible.
- Preserve the naturally man-made asset and pay attention to design. Solve the transportation challenges to make it accessible and safe.
- Have the means and the will to implement the Master Plan.



Save Cheyenne representatives

What are your perceptions about challenges related to the Park?

Trails/trail connections

- You're chasing a mirage to spend TOPS money on trail connections. Most are already there. Chamberlain makes the connection between the Park and Stratton Open Space. Where will you put trails in the upper area (Point Sublime)? The Gold Camp Path and Chamberlain in between is serious, serious steep. With the new Medicine Wheel portion of Chamberlain, it's all there. The upper area with potential connections are all blocked by RFI fences.
- I wish they could've taken Chamberlain Trail across the plateau and across two canyons and connected it to Strawberry Fields across the meadow.
- On the 208 acres, I'm pleased to see Daniels Pass Trail on the map. The challenge is that part of that
 Trail is miserable it comes down in a really narrow part and there's no place for a trailhead.
- Will you include a trail to Greenwood Village/the Green settlement? The buildings there go back to the 50s.
- The 208 acres are pretty useless because of the steep topography.
- Are there other places for additional trail development in the Cañon? The other area that intrigues me is the top of Helen Hunt Falls to Mt. Rosa.
- On Cresta Open Space, I question whether the marked trail on the map is there.
- Leave the Stratton Springs path wooded area (in Stratton Open Space) alone don't mitigate it and leave it as a natural area. It's a nesting site for birds.

Fire mitigation

- Fire mitigation is important but what worries me is that over at over 30 degree slope, it's too steep to mitigate, which is most of the Cañon, so they over-mitigate the lower parts.
- Mowing Gambel oak like they did in Stratton Open Space just makes it more dense and they'll have to do it again in five years.
- Plus, the soil-gouging opens up the soil to more weeds.

What are your perceptions about opportunities that you believe exist for the Park?

- The Park has a fascinating history, and it's a mountain park that's close to the city.
- Use it for education. Get kids outdoors more without their earbuds and devices. Tie it in with history, which ties to the history of the Southwest.
- Palmer was very wise he created water-tight deeds.
- Use the Park for field trips. Pikes Peak Community College conducts field trips there focused on edible plants.
- Don Ellis has a history of Colorado College.
- The bridges in the Cañon. Why is the Evans Avenue bridge so big? Is it for Broadmoor buses?



- Shuttles are an interesting idea. You have a finite amount of parking space. How do you do a shuttle partially? You could run it from Starsmore up to the Cub with multiple stops.
- The Cañon gets lots of use. People from the southeast part of the city come for picnics, which is wonderful.
- The Broadmoor's shuttles to Seven Falls are running every three minutes and the neighborhood's not happy. Seven Falls parking in the Cañon is also causing parking problems.
- I don't see any issues with Canyonwood. They are one of the main drivers of keeping Gold Camp
 Road closed. I can't see the City buying them out. I'm glad the City got the Powell property.

In the next ten years, if the Master Plan could accomplish one thing, what should that be?

Preserving what's there – a spectacular canyon, looking out on the Plains with wonderful views, and right on the edge of the city. Make it as sustainable as possible, given the future growth in use.



Ice Cream Social

Two ice cream socials were held on July 17, 2017 at the Starsmore Visitor and Nature Center. Residents of Stratton Forest, Stratton Preserve, and Skyway Homeowners Associations were invited to attend. The 15 people who attended asked questions of the project team and were asked to provide comments about their concerns, hopes, and thoughts on what the Park Master Plan should achieve.

Concerns

- Motobike enforcement
- Cars always parking in horse trailer section. Need dedicated horse trailer parking.
- Chamberlain to chutes connection is social trail—badly eroded, needs reroute please.
- Constraints to off-road dirt bikers on Mays Peak.
- I am concerned Starsmore is going to become more retail focused than nature and education focused. I can see some retail (maybe downstairs) but I would like to see the majority of this lovely space dedicated to natural and cultural histories of North Cheyenne Cañon Park.
- Limit horse use.
- Don't forget that the Strawberry Field issue is not settled yet-still in courts. Stay tuned!
- Fire mitigation Process or Clearcut a huge (minus sign) What was the public process?
- Why even pursue this while Strawberry Fields is still in litigation? The "Fraudmoor" wants as much of our public land as they can grab!!!

Hopes

- Improve Daniels Park to N. Cheyenne Cañon Road.
- Reopen Sesame Canyon.
- Loop over Mays Peak from the top of High Drive, along a ridge and down to over top of tunnel to Spring Creek Trail.
- Continued wildfire mitigation and closure of Gold Camp for high-risk periods.
- Enhanced access to Cheyenne Canon Park west of Chutes trailhead. (existing social trails)
- Enhanced trails from trailhead of Stephanies into Cheyenne Cañon. (existing social trails)
- Sign and love the St. Marys [Trail] to Gold Camp Road connector.
- Chutes-deep trench, needs reroute.
- Traverse the Cañon Daniels Pass/Tunnel 2 Trail with loop on Columbine back to Cutler Trail.
- New, improved trail up Mays from Gold Camp West.
- Dusk closure of Gold Camp?
- Cresta Open Space should stay undeveloped with no more than a single official trail.
- Please save money, efforts for other projects. These parcels need no development.
- I hope that you leave the three open spaces alone.

The Master Plan Should Achieve

- Extend Chamberlain [Trail] across Skyway Heights.
- Greater connectivity with the U.S. Forest Service.
- Cresta Open Space is an important wildlife corridor and water run-off protection area.
- Cresta Open Space and Stratton Forest are good connectors to and from Stratton Open Space should be enhanced with a little signage.



North Cheyenne Cañon Park

Master and Management Plan



Online Survey

August-September

Online Survey Verbatim Responses

A survey was conducted through the project web site from August 1 to September 11, 2017. A total of 198 responses were received in response to the three questions posed. Not all survey respondents answered all questions

What do you love about North Cheyenne Cañon Park? ¿Qué te gusta de North Cheyenne Cañon Park?

- Beautiful Cañon rock formations with waterfalls.
- The natural beauty & wildlife. Proximity to the southwest part of town. Great hikes.
- It is the gateway to some of the best wilderness access in the City (and state). Its network of multi-use trails allow backcountry access to all users within minutes of the City center.
- The extensive trail systems and nature of those trails (steep, wooded).
- The beauty, the closeness to home, the hiking trails and Cheyenne Creek.
- Proximity to home.
- Hiking trails that conned to trails in the National Forest.
- Running the trails in the early am
- The beautiful scenery, the unique art and history, the FREE Helen Hunt Falls and Starsmore Discovery Center. The fact that it is hidden away, but still so accessible. There is plenty of parking and handicap access.
- Simplicity. Nothing taking away from nature. Well taken care of. Love all of the trails. Only been in Colorado a year and this Park has been my favorite from the start!
- Well-kept trails, mountain scenery, trails for all abilities.
- It is easy access inside the City. Allows, dogs, bikes, hikers.
- Wildness, easy access to City, access to National Forest, mountain biking trails.
- North Cheyenne Cañon Park is a beautiful and peaceful place to enjoy nature. It's wonderful to have access to this Park in the City. The trails are well maintained and accommodate beginners as well as more advanced hikers. Even though I enjoy quiet, solitary walks, I feel relatively safe in the Park.
- Accessible, always open, easy-to-moderate trails that are pretty well maintained.
- Excellent mountain biking on the edge of town.
- Open all the time...accessible trails of all difficulties.
- Walking the trails.
- The mountain bike trails!



- I love being a volunteer!!!
- When we go to another non-English country they don't go out of their way to put things in English.
- Single-track, nature, easy access.
- Close proximity and great trails virtually "in" town.
- Easy access to trails leading to beautiful meadows and mountains.
- The trail access and support for mountain biking.
- The trails and easy accessibility.
- I love that the Park is a peaceful natural space. A wonderful place for a quick get-away close to town.
- I love the beauty and recreational opportunities in the Park.
- Great trails very close to the City and being able to get out into the forest quickly.
- The Creek, the rugged landscape, and the trails.
- The natural beauty, and the access for a variety of user groups.
- St. Mary's and Mt. Rosa access.
- The entrance just past Starsmore House is spectacular!
- Hiking opportunities, closeness to town (and my house), the plant and animals, the views and beauty of the Park, and open to the public.
- The space is green and forest-like, whereas other open spaces near here are more like deserts.
- It's a beautiful Park, with many trails and it's right in the City.
- The waterfalls and Gold Camp Road.
- The beauty of everything mountains, views, waterfalls.
- Hiking.
- Very scenic.
- The beautiful trails.
- Hiking on forest trails with dogs off leash.
- I love the trails that are by water because my dog loves the water. I also love how it's not that long of a drive to escape the City.
- The steep and challenging trails.
- The density of the forest- gives you a little peace and quiet just a few minutes from the City large number of trails and variety of difficulty.
- The variety of trails and the views great shady hikes like Seven Bridges to do with my kids, quick jaunts like Mt. Cutler, and the ability to take longer hikes solo.
- The trails.
- The views and how you can feel 100 miles from the City just 10 minutes out. Love the mountain biking trails.
- Access to miles of trails for biking and hiking. Very minimal development and natural beauty.
- Mountain bike trails.
- The trails, the trees, the peace, the quiet, the ability to be outside "communing" with nature!
- The hummingbirds. Some of the quieter trails that are not as well-known.
- The mountains.
- I love being able to mountain bike on the loose soil after a rain when the other trails are too wet to ride.
- The variety of trails.
- The waterfalls are very accessible for visitors and the hiking trails are good.



- The network of trails, which up until last year included 701, 720, 720A, 666, the old 667, 668, 624, 672. There were approximately 15 points of intersection between the various trails which made for a huge variety of looping type hikes. With the closure of the old 667, 720, 720A and the completion of the new 667, dramatic decrease in the number of intersections, has decreased my enjoyment substantially. The lack of crossings via bridges (old 667) and the replacement of all-purpose shared trails with the new 667, which despite its nomenclature of being designated as a multi-user trail, has been primarily designed with motorbikes in mind. Up and down roller coaster sections, lack of scenic overlooks and the extreme lengthening of 667 via switchbacks, makes it virtually impossible for an average hiker to loop via 622 to 668 to 701 and back to 667 and ultimately the dirt parking lot intersection of high drive and lower Gold Camp Road.
- Great trails close to town that get out there.
- It's close to town but you get a real mountain experience.
- Helen Hunt Falls and the Starsmore Nature Center- both great facilities, too.
- I love climbing there and feeling a sense of solitude despite being close to the City.
- The trails up the mountain.
- Close to the City but feels secluded, beautiful trails, the dirt road.
- The trails and all the beautiful scenery.
- The views and trails. Well marked and mostly accessible. Close to my neighborhood.
- The natural undisturbed beauty and variety of trails.
- The ability to escape and be in nature, 5 minutes from home.
- The shade, the winding road and creek
- How it represents the unique habitats and views of Colorado mountain canyon lands.
- Immediate immersion in nature.
- Lots of trails, not as crowded as other hiking spots
- It's great mountain biking in a really unique decomposed granite trail system.
- The different trails and the views.
- The proximity to my house (15 mins.) The wildness of it, you can go from City to wilderness in 15 mins. The amount of trails and that they're well marked and well maintained.
- Wilderness characteristics close to town.
- Hiking opportunities.
- Proximity to town.
- The trails are a great hike right here in town.
- It is a place of beauty.
- The natural beauty and the abundance of accessible trails.
- That NO corporation can take over our land--ever!
- Es un lugar único, donde la naturaleza es su principal atractivo y que el hombre no ha destruido sino adecuado áreas para su acceso y exploración, más sin embargo sigue respetando la naturaleza del mismo.
 - Translation: It's a unique place where nature is its main attraction and that man hasn't destroyed but has ample areas for access and exploration, most without losing respect for nature itself.
- The trails, the natural beauty and the feel of being out in the wilderness so close to town.
- I love how remote it feels, and I love how quiet it is. Although it is very important to me that these trails remain open and free.



- Usually fewer people.
- The scenery, the quite nature of the Cañon, the plants and trees.
- I love the variety of trails, and all the trees!
- Hiking trails.
- The stream running through the whole Park, and the secluded and natural feel (although we have never been to Helen Hunt Falls and never want to because it's so busy and paved and touristy). Great place to take the whole family & dogs on long hikes.
- I love the fact that it is all public land and that it feels so wild and natural. There are no businesses in the Cañon (let's hope it stays that way and the Broadmoor doesn't build their stables and concert venue).
- Trails; open space; Chevenne Creek.
- It's a beautiful wilderness area with amazing views and trails that are accessible year-round.
- It is a near wilderness close to the City.
- It is close and part of the City. I love the trails and want to see them well maintained.
- The wildlife I see in the Park.
- The natural beauty of the Park. The fact that it has water and waterfalls. And it has GREAT trails.
- Wild open spaces, hiking with my dog, beautiful Cañon, historic Helen Hunt Falls, Stratton reservoir and dogs swimming, community feeling, beautiful views.
- I love the ability to get in the outdoors so close to the City.
- Hiking trails, Nature Center.
- My family has owned a cabin in Canyonwood above Helen Hunt Falls since 1953. It is such a special place to me. I have so many wonderful childhood memories of time spent in the Cañon and for the last 20+ years my husband and I have owned the cabin my grandparents use to have. It is so picturesque and peaceful there and truly a piece of heaven.
- I love the variety of trails, Visitor/Nature centers, and the recreation options.
- It's close proximity to the City and many options for being physically active in nature (hiking, running, and cycling).
- Beauty and trails.
- The quiet serene beauty.
- All of the trails for mountain biking and hiking.
- I love the access to the natural rugged mountains. It's not like a City Park with grass and a playground. Gives visitors the chance to experience nature. It's outside of the urban environment.
- Hiking trails, wilderness.
- Trails.
- The hiking trails.
- Access to side/backcountry.
- It is so accessible to so many since it is only a short ride from downtown.
- I love the trails and the serenity of the Park.
- Great mountain biking area. Long climbs to improve fitness, fun descents. Rideable in wetter conditions when other trails should be avoided to minimize damage.
- Beautiful scenery, multiple uses, so close to downtown, is national park quality.
- Trails.
- Closeness to nature, good trails, and scenic views.
- Trails, peacefulness, wildlife.



- Hiking trails.
- The peace I have in my backyard.
- Easy access to undeveloped open space.
- Bicycle trails.
- Close access to the mountains. Beautiful with lots of variety.
- I like the way you are only minutes from town and it is peaceful and quiet.
- Proximity to where I live.
- The diversity of trails. You can hike, bike, motorcycle, access ice climbing and rock climbing.
- The trail system. The fact that you are still in the City but feel far away from it and way out in nature.
- The mountain biking trails. Especially when it's been wet since the gravel drains super well.
- I love every trial, the accessibility for those of us who live in town, and the knowledgeable staff.
- The hiking, scenery, getting to be close to nature, the drive.
- Views
- I love that it is generally clean and that it is practically a mountain oasis, just ten minutes from my home in Colorado Springs. I love the hiking trails and the fact that it is a place to not only exercise but enjoy the beauty of nature. And of course, I marvel at the beauty of Helen Hunt Falls.
- Mountain biking access and off-road motorcycle access. It's pretty rare to have great trails for mountain biking so close to town.
- All the trails that go on for miles and miles!!
- First of all it's free, it's so incredibly beautiful; my family and dog enjoy the trails regularly.
- Mountain bike opportunities.
- All the different trails for biking and hiking.
- No admission fee, amazing views of the City, widely varying trails and peaks to explore, Helen Hunt Falls.
- The natural beauty.
- The mountain biking. The steep and technical terrain. The pine trees.
- I love the variety the Park offers. From trails for biking and hiking to some great climbing to beautiful vistas. There's something for everyone.
- The mountain bike trails, the steep and technical terrain, and how it is usable even in poor weather conditions.
- I love the feeling that you are really in the mountains just minutes from downtown Colorado Springs. I love the natural mountainous state of the Park and it should remain that way.
- Mountain biking and hiking on the trails.
- Access and trails are both great!
- Trails, Helen Hunt Falls, scenery, exciting drive; Creek & water; Starsmore; hummingbirds; Friends of Cheyenne Cañon.
- Access to recreation, biking & hiking.
- Amazing mountain bike trail networks that have the best, longest downhills in the area. I also like the variety of hikes to many different mountaintops.
- Biking.
- The vertical rise and descent of the trails, along with it being easily accessible via bike car. Via N. Cheyenne Cañon Road and Gold Camp Road.



- The trails and the views.
- It's beautiful! Awesome place that's in town to get outside and enjoy Colorado.
- I love access to mountain biking, and the beauty of the existing trails and space.
- Location, access to multiple trails.
- I visit North Cheyenne Cañon Park multiple times per week to ride my mountain bike, hike with my family, and let the kids splash in the Creek.
- Trails, access.
- I love the proximity of mountain open space and trails to my neighborhood and the ability to mountain bike from my house into the great trails of the Cañon.
- I love the access to trails and water.
- The Park is a mountain getaway on the edge of the City. I love the deep Cañon, the Creek and its riparian zone, and opportunities for hiking and climbing.
- Proximity and trails.
- The trail network is great for mountain biking. The steep and diverse terrain is much loved.
- Quiet and peacefulness when the loud cars aren't racing at night.
- The trails and the Creek.
- The variety of trails, the relative ease of getting to the Park.
- Accessibility for all ages, locals and our out of town/tourist guests.
- Cheyenne Cañon's biggest asset is the quantity and quality of the multi-use trails. Trail users
 are courteous, considerate and respectful of each other. There are few, if any, confrontations
 or problems. Mountain biking groups are committed to keeping this relationship in high
 status.
- The mountain biking.
- Used to love it a lot in the past but I really hate what's been done so far.
- Great views from trails and ability to feel away from the City.
- I love the trails and access via trails to the National Forest.
- Scenic.
- Its proximity to my house.
- Trails and atmosphere. So enjoy riding in and quickly feeling like I'm far away from the City. Love how trails link with USFS system.
- The trails.
- I love the views, accessibility, and the nice network of trails.
- Peace & quiet, lush woods hearing the Creek nearby.
- I love the diversity of trails and how they all interconnect to provide tons of riding and hiking opportunities. It's beautiful to be up in the Cañon to take advantage of the outdoor opportunities.
- I love the mountain bike opportunities and the ability to get away from the more crowded trails closer to town.
- The trails and access to creeks.
- The trails. I like to ride difficult, double black diamond level mountain bike trails. Cheyenne Cañon has a few of these. We need to make more. Our City has plenty of easy and intermediate trails, but hard and technical trails are being removed or replaced with easy trails in many of the City parks. We only have a few black and double black diamond level trails in town, so losing even one is a big detriment to our trail system.
- Having a local trail system that is easy to access (close to the City).
- Easy access from town yet you feel like you are in the mountains, trail selection.



- The trails that I mountain bike on.
- The amount of nature so close to town. The premier trails for mountain bike use.
- Mountain biking and hiking.
- The mountain biking and scenery.
- Scenery!
- Fast descending trails that flow nice for mountain biking.
- Trails and forest access close to town.
- All of the multiuse trails.
- It is the gateway to the mountains. I love the mountain bike trail access.
- Variety of terrain, and the potential.
- The mountain bike trail system.
- I love the fact that, in just a mile or so, one is unplugged from the City!
- Free parking, the hiking and biking trails. Rock climbing.
- Great trails for all uses.
- Being able to connect to so many different trails. Mountain biking. Beautiful scenery.
- The abundance of trails and long loops that can be made.
- It's beautiful with lots of hiking/biking options.
- The trail system.



Where's your favorite spot at North Cheyenne Cañon Park? ¿Cuál es su lugar favorito en North Cheyenne Cañon Park?

- Helen Hunt Falls.
- Columbine Trail. Especially lower part.
- Top of Mt. Buckhorn.
- Columbine Trail, Captain Jack's, Bear Creek.
- Any place between Starsmore and Helen Hunt Falls. Also, Seven Bridges hiking trail.
- Seven Bridges.
- Seven Bridges Trail.
- Buckhorn Trail.
- Peak of Mt. Cutler.
- Atop any peak in the park. I truly love hiking any of the trails and never tire of the same ones. I drive 25 minutes just to hike in this park.
- Mt. Muscoco.
- Seven Bridges, because you can access so many other things from that trail.
- Tunnels
- I prefer the Columbine Trail around the Starsmore Visitor and Nature Center.
- The entire lower section of Columbine Trail.
- Every bike legal trail.
- Columbine Trail.
- Jones Park, Buckhorn, Captain Jack's, Chamberlain Trails.
- The top of Mt. Muscoco.
- It was the trail that is now obliterated by Bear Creek.
- Strawberry Fields, Mt. Cutler Trail, lower Starsmore Trail, Helen Hunt Falls.
- The summit of Muscoco.
- Buckhorn to Captain Jack's, also Stratton and connectors to it, the new Chamberlain extension, etc.
- Columbine Trail.
- Any of the trails and Starsmore.
- Anywhere along North Cheyenne Creek.
- Upper Columbine Trail.
- The trails.
- Columbine Trail.
- Mays Peak. St. Mary's Trail Mt. Kineo!
- Along the Creek above Starsmore House.
- 9 Bridges is a great hike, and just the drive on Gold Camp Road.
- Oh man, I really love all of it.
- Helen Hunt Falls and Seven Bridges.
- Gold Camp Road.
- Old Stage Road.
- St. Mary's Falls.
- The 666 to Buckhorn Mt.
- Seven Bridges!
- Mt. Cutler and though technically it's out of the park, I love the Seven Bridges Trail.
- Mid-Columbine Trail.
- For my family (a 6 year old and a 3 year old) Seven Bridges and Mt. Cutler are go-to hikes on a cool summer day or warm winter one.
- The trail that runs along the Creek.
- The trails behind/above Starsmore Discovery Center and the trails around Captain Jack's.



- Upper Gold Camp Road.
- Chamberlain Trail.
- Seven Bridges Trail.
- St. Mary's Falls.
- Mt. Cutler.
- Capt Jack's, Spring Creek, and Columbine are all great.
- St. Mary's Falls.
- Overlook of Seven Falls.
- Aspen field by 622A. It used to be Tuckaway Park at the intersection of the old 667 and 701.
- Captain Jack's.
- Depends on the season or my mood. I like several areas. Seven bridges, Strawberry Hill, Buffalo Canyon, etc.
- Helen Hunt Falls.
- The Pinnacle, a large rock formation on the south side of the Cañon as you enter the park.
- St. Mary's Falls.
- Hiking the mountain bike trails as you head down the dirt road (they are less packed than the other trails in the park).
- High drive.
- Too many to list, I like it all.
- St. Mary's Falls.
- Stratton Open Space.
- Along the Creek at a picnic table.
- Anything along the water.
- Any place with a sense of solitude from other people.
- Seven Bridges.
- Captain Jack's.
- Gold Camp Road and the trail to Seven Bridges
- Seven Bridges is my favorite hike. I always take friends and family on this hike as well. It is an essential Colorado Hike!
- Upper Columbine Trail.
- Seven Bridges Trail.
- Columbine Trail.
- Cutlers Pass always impresses our friends that visit, as does Helen Hunt Falls. But Seven Bridges is probably my favorite.
- Mt. Muscoco.
- Mt. Cutler and Chamberlain to the Falls.
- No tengo un lugar favorito en sí, todo en sí es maravilloso.
 - Translation: I don't have a particular favorite place, all of it is marvelous.
- Mt. Muscoco.
- Seven Bridges.
- I'll never tell!
- Along the Creek, place doesn't have a name, that's what makes the Cañon so special, it's not developed. Or it wasn't until land was given away to be developed.
- All the trails within the Canon proper; I love the trees, water, and shade there.
- Helen Hunt Falls.
- There are several places to explore, and we haven't seen them all yet. That is my favorite spot the one I haven't found yet.
- I love the overlook from Middle Columbine Trail, an overlook off of Cutler and the side trails of Stratton Open Space. I also love the view from Mt. Muscoco and I love the meadow of Strawberry Fields.



- Mt. Cutler Trail during the off-season.
- Probably Seven Bridges Trail.
- I like Mid-Columbine for a good workout and then Spring Creek Trail to see vistas that are wonderful.
- The Starsmore house at the entrance to the Cañon.
- The Seven Bridges Trail.
- Seven Bridges Trail, Mt. Cutler Trail, Mt. Muscoco, Upper Captain Jack's Trail, Stratton Open Space and Reservoir.
- Jones Park.
- Our cabin mostly but I also love the wildlife, the wild berries in August, the creek, the trails and the drive through the Cañon. It is just a special place.
- My favorite spot is the Helen Hunt Falls Visitor Center. I also love the summit of the Spring Creek Trail.
- Until motorbikes were allowed on the trails, I loved to hike and bike on the trails around Gold Camp Road. The recent change that allows motorbikes to use the heavily used trails is dangerous and environmentally destructive.
- Seven Bridges.
- Helen Hunt Falls and Cutler Trail.
- Captain Jack's Trail for mountain biking.
- Mountain biking up Buckhorn Trail and down Captain Jack's.
- Seven Bridges.
- Mt. Cutler.
- St. Mary's trail.
- Summit of Mt. Muscoco.
- Mt. Muscoco.
- Buckhorn and Captain Jack's.
- Captain Jack's; all of it.
- Mt. Cutler Trail.
- Trails.
- Mid-Columbine Trail.
- All of it.
- Helen Hunt Falls.
- My backyard opens to the space.
- Near Douglas pass.
- Trails starting at Stratton.
- Mt. Kineo.
- Mt. Cutler.
- Columbine Trail and Stratton Open Space.
- All of it
- Pretty much every trail they have. Whatever one I'm on at the moment is my favorite.
- Captain Jack's.
- My favorite spot is the top of Muscoco where you can see every mountain in the range.
- I love the hiking trails...all of them...but I think Cutler is my favorite.
- Seven Bridges Trail.
- My favorite spot is an unmarked clearing, about 3 quarters up the base mountain, almost the Helen Hunt Falls, but not quite. The water flow is a bit wider here and if you go by the stream, you can't really hear the cars driving by. I like to go there and think.
- All of the Captain Jack's Trail system, as well as other trails which have been made by users in that area.
- Columbine or Captain Jack's Trail.
- Seven Bridges Trail/Mt. Muscoco Trail.



- Buckhorn and Captain Jack's Trail.
- Buckhorn and Jack's.
- Mt. Muscoco summit or Mt. Buckhorn summit.
- The top, after cycling up the Cañon.
- The less crowded trails.
- Silver Cascade Falls.
- Jones Trail, St. Mary's, Captain Jack's.
- My favorite spot is the summit of Mt. Muscoco. The expansive views are gorgeous and it is peaceful.
- The trail from Gold Camp down to the bottom of the Cañon.
- Jones, Seven, Buckhorn and Jack's.
- At a pull-off along side the road up the hill.
- Captain Jack's Trail.
- Captain Jack's Trail for biking.
 - Mt. Muscoco for hiking.
- No real favorites .
- The Chutes, Spring Creek Trail, Captain Jack's, Buckhorn.
- Spring Creek.
- Being a mountain biker the trails are my favorite. Jack's, Bear Creek, Sesame, etc.
- The Chutes, and Gold Camp Road, to Captain Jack's and Buckhorn.
- Mt. Muscoco and Seven Bridges.
- Captain Jack's and Palmer trails. The family loves hiking along lower North Cheyenne Creek and Seven Bridges.
- Bighorn mtn trail. Mountain biking.
- For hiking Seven Bridges is great and for mountain biking Captain Jack's is one of my favorite trails in town.
- I enjoy the upper trails, St. Mary's, Daniels Pass, Seven Bridges, etc...
- Columbine Trail.
- Access to Old Stage Road and beyond.
- St. Mary's Falls.
- Helen Hunt Falls.
- St. Mary's Falls Trail.
- It was the hike to Jones Park, which unfortunately is no longer really feasible. Also, the Columbine Trails.
- Helen Hunt Falls, although Starsmore is a close second.
- Captain Jack's, Jones 667.
- Sesame canyon.
- Top of Buckhorn.
- Mt. Muscoco.
- I enjoy Mt. Muscoco and the trails along Gold Camp.
- Seven Bridges area & riding down Captain Jack's Trail.
- Jones Park.
- The West side as you can make loops with the trails.
- Mt. Cutler.
- I don't have a favorite, but I really like St. Mary's Falls, Seven Bridges, Mt. Muscuco.
- Columbine lower trail.
- Probably Buckhorn-Jack's!
- Daniels pass is one of my favorite trails. Steep, raw, no crowds. Hidden gem. Please keep it hidden.
- Captain Jack's Trail.
- Captain Jack's and Chutes.
- Captain Jack's, Buckhorn.

- Buckhorn/Jack's.
- I love the view from the top of upper Jack's.
- The Captain Jack's Trail (the parts that are considered part of the park) and the Chutes/Chamberlain Trails.
- Mountain biking.
- Jones Park.
- I like the ride up to the Chutes.
- Captain Jack's Trail.
- Trails off and near High-Drive.
- High Drive.
- Some of my favorite spots are Captain Jack's Trail, Buckhorn, Seven Bridges, Sesame, and the Chutes.
- Top of Buckhorn.
- Captain Jack's Trail, Buckhorn Trail.
- St. Mary's Falls.
- The Amphitheater climbing area.
- Captain Jack's.
- Captain Jack's.
- Mt. Rosa.
- Everything accessible from Gold Camp.
- I pretty much love every trail there... Whichever one I'm on is my favorite at that moment.



If you could improve and/or change a few things at North Cheyenne Cañon Park, what would they be?

Si pudieras mejorar y / o cambiar algunas cosas en North Cheyenne Cañon Park, ¿cuáles serían?

- The number of people that visit. Too many people than we can handle. A lot of wear and tear on trails.
- Educate & encourage the public to be more respectful of & protect the park.
- Add more trails. The area is vast and could sustain additional trails. In particular, trails that are more orientated for uphill travel. This would reduce bicycle and pedestrian traffic on Gold Camp Road.
- Make Daniels Pass a more established trail. Establish more trails in general.
- Tthe amount of traffic on the roads- maybe a shuttle during peak season, people doing illegal things- such as camping, drugs, fires etc. on upper Gold Camp Road, especially after dark.
- Better connectivity to Stratton Open Space.
- More trash cans along Gold Camp Road so dog owners could dispose of dog poo instead of leaving it in bags along the trail.
- No cars on the road from the discovery center up, unless they are a resident just up from Helen Hunt Falls.
- Make it safe to bike up and down the canon with a bike lane in all roads.
- People leaving bags of dog poo. I see that every time I am there. That seems to be only thing I notice.
- More loop trails. More connectivity between trails so you don't have to walk on the road. More trash receptacles for dog poop bags.
- Complete the trail up Mt. Muscoco.
- Better parking at Gold Camp lot. More picnic areas.
- The only part that I think could use some improvement would be on the Gold Camp Road. It's a beautiful drive and I'd like for it to stay safe for vehicles, bicycles, etc. as well as personal safety.
- Better trail maintenance and dead tree removal.
- Nothing. Park is perfect as it is.
- Not a thing.
- A high quality trail alternative to Captain Jack's. In recent years, the addition of Spring Creek and Chamberlain Trails are a great alternative to deal with high traffic of Chutes and Gold Camp Road.
 With anticipated increase in open space use, a high quality alternative to Captain Jack's should be planned.
- Keep bikers from ruining the trails.
- People not picking up after their dogs, or leaving bags of poop, on the trails and especially on the closed section of Gold Camp by the parking lot for Seven Bridges.
- Less Seven Falls buses; Concerned about future increases noise and traffic due to Broadmoor development.
- Create more parking at the four-way. Make the "turnaround" lot that's just down the road legal currently it has "No Parking" signs, but it's an extra five spaces that are crucial on weekends.
- Uphill mountain bike access into Jones Park/Pipeline area. The new Kineo/667 trail is horrible to pedal up - too steep, too loose for mountain bikes, and it's only getting worse with motos causing wear and tear. But it's the only practical way of getting up there short of endless miles on Gold Camp or coming over from Pikes Peak via Missing Link.
- A connector trail from the top of Columbine to the upper parking lot.
- Stabilize the trails. The erosion is really taking a toll. Use clear, simple map signage to show where trails start and end. A Park Entrance sign that people could actually pull up to and read that makes the Park rules clear. Let people know that if there isn't a trail sign, then it isn't a trail.

- The Park needs challenging mountain bike-only trails. Downhill trails designed and built for mountain bikers.
- More singletrack trails for mountain biking and not the wide multi-use trails.
- More trails. Downhill bike trail would be nice.
- Open the southern slope of High Dr. to motorcycle use....between Gold Camp and 665/667. Institute some sort of nighttime patrol to clear out illegal campers etc. cutting down on the risk of somebody starting a fire.
- Just add rangers and have a few no-dog trails. Once Missing Link is done, I think the system should be left alone.
- Parking is a real problem at Helen Hunt and many other places.
- Perhaps more community outreach, more classes, more volunteer events.
- It's kind of disappointing that Captain Jack's was opened to motos. I know they originally created the trail, but their use of it really makes it less safe for hikers and cyclists.
- More designated parking spots.
- Re-open "High Road" -- no one is molesting the trout.
- Traffic /congestion.
- More police presence, we don't go up there often due to all of the car break-ins.
- Parking!
 - There are a few dirt lots that do not always hold as many vehicles as they could because of the way some vehicles are positioned in the lot or because of large water puddles.
- Stop closing all the wonderful trails!!!!!!!!
- Allow dogs off leash when feasible.
- Parking can be a problem especially on the weekend. I think making the parking more accessible and/or clear to people would be nice.
- More signage and enforcement for leash laws and pet waste disposal. I have frequent run-ins with unleashed dogs hundreds of yards away from the owners approaching my leashed dog that sometimes get aggressive, and very ambivalent owners shrugging off responsibility of their animals and knowledge of City limit laws. And Section 16 has the most disgusting build-up of dog feces all along the trail I have ever seen! Give 'em a steep fine to keep our trails nice and dogs safe!
- Parking is an issue, not so much because of space but how people utilize space available.
- Unlock the bathrooms up by the covered picnic area, work on preventing the erosion along the trails, put in more trash cans.
- Better signage on the trails. Easier to read maps on the signs at trailheads.
- Improve parking.
- Shut down dirt bikes in the area! They are destroying the trails.
- Trouble is, if we make improvements then more people will use it. Its crazy on weekends. OK how about some erosion grading to make better parking? Folks might be more considerate if they could actually find a place to park.
- More parking up around St Mary's Falls, Seven Bridges, and May's Peak -- with designated spots so people aren't parking in places and at angles that make the parking even less efficient than it already is.
- More trails to the peaks in that region.
- Improve parking.
- More parking spots.



- Reopen Tuckaway Park by restoring the north part of 701 so that it dead ended at Tuckaway Park. Put in intersecting short trails which intersect with each other and with the new 667 (west of the aspen field). Have THOSE new short trails closed to motorbikes, which have already eroded the new 667 trail making it treacherous on the roller coaster sections which are a little steep for hikers. Make 667 west of the aspen field narrower, while simultaneously widening the shoulder of the 667 new section around the Bear Creek side of Kineo.
- Split motorized/non-motorized use. Mountain bikes and dirt bikes sharing a trail is not ideal and not sustainable for certain trails.
- Increase law enforcement/ranger presence and give more authority to current staff. Some people choose to walk all over them and don't follow rules ruining things for the rest of us. We want to feel like we get away from that. Maybe have areas that are set aside that kids can climb in natural settings.
- A shuttle on summer weekends to take visitors up to Helen Hunt from the Starsmore area.
- I would improve climbers' access and descent trails from the major formations. I would also explore potential for additional routes to spread out climbing groups both guided and private and reduce congestion on popular routes.
- Wider roads and paved parking.
- More parking for trails or add more trails.
- The parking.
- Parking would be #1.
- Stricter about keeping dogs on leashes and put trash cans near trailheads to they can throw away the poop. Also improved parking as possible.
- Newer trails and more connections.
- Better parking at 7 bridges, a free shuttle on summer weekends.
- It appears respect from City officials for parks in general needs changing. This great Park just needs more funding.
- Slow down traffic.
- More parking, better maps / signage.
- Purpose built downhill mountain bike trails.
- Better or more parking.
- I can't think of anything at the moment. Every time I go on a hike the parking is pretty easy and the trails are nice!
- Lane striping on the road going up the Cañon.
- More parking and/or guidance so people will use the space more efficiently.
- Overnight policing or closure to prevent vandalism and illegal activities.
- It's very hard to find parking on the weekends. Other than that, I think it's important to keep the Park and Cañon as natural as possible.
- It would be wonderful if somewhere in our park system there could be a designated paved trail for wheel chairs, power chairs, and four-wheel scooters for the disabled and elderly. No pets, bikes, foot traffic, runners of joggers (unless walking to accompany a disabled child or adult, or elderly person). They need mobility at a slow pace, without being crowded, or rushed, or fearful of an animal jumping on them. Even if it was only a short trail, at least that would be something, especially as the baby boomers are all aging.
- Completion of the trail improvements at Strawberry Fields.
- Keep Broadmoor OUT
- Los caminos de acceso (se están volviendo cada vez más peligroso) la gente no puede trasladarse o caminar sin tener miedo a ser embestido por un coche.
 - Translation: The access roads (which are becoming more dangerous each time); people can't cross or travel (on them) without being afraid of being hit by a car.
- I'm happy with it the way it is.

- I would leave it as is. Please do not commercialize this natural beauty.
- Stop attracting more people! It's going to get loved to death.

 Also, close Gold Camp to cars just past the pavement. It's obvious to all volunteers: Cars=trash!
- Too much traffic. It's impossible to find a parking space in lower canon because everyone is parking and walking to Seven Falls, despite the signs saying you can't. Too many buses all day long, it's noisy now.
- Well, there's a lot of trash and dog poop everywhere. I think simply having more trash cans and dog bag stations throughout the Park would help tremendously.
- Nothing
- Clearer markings on trials many people get confused, especially at the top trail of closed Gold Camp Road. No broken glass anywhere. Makes it hard to let the little ones freely play in certain areas
- I would lower the speed limit and add speed bumps. I'd reduce speed and increase policing in Cheyenne Road and Boulevard going through the neighborhood and into the Cañon.
- Lower speed limit throughout park; charge entrance fee to fund trail improvement and expansion.
- I would improve trail connectivity. One trail we should add is a connection between Columbine Trail and the Mt. Cutler Trailhead. I'd to hike my favorite little mountain from Starsmore. Additionally, we need trash cans at every trailhead for dog waste and other trash. I'm not sure how to do it, but how can we raise awareness amongst users about packing it out and leave no trace? I suspect tourists are the primary litterers, but how can we change that? Lastly, I would love to see a grand entrance to the Park on Cheyenne Blvd with sidewalks in addition to full bike lanes from 8th Street West to the Park entrance that create a safe environment for pedestrian and bike traffic to use the Park in a human-powered fashion. This area is already heavily used for hikers and bikers, but the current infrastructure without sidewalks and incomplete bike lanes is inadequate for this heavily-used park.
- Bring back the gift shop and the diorama at Starsmore.
- Parking at Helen Hunt Falls and other trailheads. Striping even if it were chalk would be helpful. Keeping Park closed after 9pm and enforced. Dogs have to be on leash or ticketed.
- Provide a dedicated bike path up and down the entire Cañon. Bicycle publications are promoting North Cheyenne Cañon as the best. They need a dedicated biking path to avoid cars and accidents. Without proper Fire Mitigation, all other planning will be a waste of time. The 100s of dead and dying trees could easily wipe out the entire Cañon with one careless or intentional spark. The dead and dying trees take away from the beauty of the Cañon.
- I think some of the trails need better signage. Lower Columbine as it turns up and does not cross the road (yet) is one spot. Plus, up above Seven Bridges near Jones Park. Another confusing area.
- Stop spending our police time and money on dog tickets especially court mandated. 99% of dog
 owners are responsible and dogs are friendly. I have never had a problem in 25 years. We need
 our police elsewhere in the City.
- More trails. More trail-heads/parking areas.



- PLEASE put the white line down the center of the road!! This summer has been so scary driving up the Cañon...people just drive down the center of the road and we have had so many close calls.

Hate the cyclists...they snarl up traffic and truly are a hazard. We had one run right into us two years ago and do \$3000 worth of damage to our car...he came around the curve in our lane so it was his fault but he is lucky to be alive. There has been so much traffic in the Cañon this summer and there are times when there will 10-12 cars behind a cyclist. It would be nice if you could put hours out for them to ride the Cañon on the weekends when traffic is so bad...like no cycling between 10:00 AM and 6:00 PM on Sat. and Sun.

I would also love to see the road opened back up to the lower picnic areas...it has never made sense to close them and it would alleviate some of the traffic in the upper Cañon with so many looking for picnic spots.

I wish we saw more of a park police presence in the Cañon. We have people shooting guns and fireworks all night long and would love to see the gate working at the bottom of the Cañon again.

- I would have more full-time staff in the Park doing year-round programming.
- The recent change that allows motorbikes to use the heavily used trails around Gold Camp Road is dangerous and environmentally destructive. I would ban non-human powered vehicles from all trails in NCCP and adjacent areas!
- No glass allowed, closures at night enforced.
- No parking on road itself, only park in the safety of designated parking areas. I've observed dangerous parking that not only blocks traffic but is hazardous to pedestrians??
- Somehow provide more spaces for cars to park throughout the area.
- Better enforcement of common laws on Gold Camp Road. Give mountain bikers more options to get through the Park without riding on Gold Camp Road.

Currently, as soon as the road turns to dirt, it seems the bad behavior begins. I've seen blatant drinking and driving, smoking marijuana and driving, kids riding in the back of pickup trucks or hanging out of sunroofs while the parents are driving, littering, not picking up after their dogs (especially right past the gate at the parking lot at Gold Camp/High Drive), and lots of speeding. I have a friend that was hit, yes actually made contact with their bike, by a speeding car coming through the narrow one lane section right where Gold Camp turns from pavement to dirt.

I think people see the dirt road and have the feeling they are in the mountains and laws no longer apply. In fact, I have a feeling a lot of people go there because there is so little law enforcement and they can get away with anything.

Better law enforcement would hopefully make things more civil. But getting more trails in the area to allow mountain bikers and hikers to enjoy the Cañon without using Gold Camp would be great. I like the idea that someone proposed in the video of more trails to have other options than High Drive or Captain Jack's. Right now, getting from the paved section of Gold Camp to Buckhorn, or St. Mary's is made only possible by Gold Camp Road or High Drive. You CAN cut some of Gold Camp off by taking Spring Creek.

- Enforce parking in lots only. Paint a centerline stripe on the road.



Improve the trail to the Mt. Cutler overlook. Some parts are steep and some parts are basically erosion gullies.

Have a trail from the upper Columbine Trailhead to Helen Hunt Falls so people hiking Columbine can get to Helen Hunt Falls without walking on the road.

Create a good Daniels Pass Trail with a trailhead (or at least parking and an access point) on North Cheyenne Canyon Road. Mt. Cutler/Muscoco trailhead could use more parking.

Mt. Cutler has been very popular for a long time. With the good trail on Mt. Muscoco, it's becoming quite popular, also. Connect the Daniels Pass trail to the Mt. Muscoco trail.

- More parking by Ridge Road.
- Better/more parking. More access by mountain bike trail.
- More trails for mountain bikes.
- Directional trails so that you don't encounter riders on the way up.
- Add a trail connection from Columbine trail to Mt. Cutler, so a long hike can be made from the parking lot.
- Add additional trails to connect existing ones. Also trash cans.
- Better parking for trails.
- Speeding cars on Cheyenne Blvd. Many stop signs are ignored and other traffic signs are outdated.
- More Trails.
- Storm water drainage on Cheyenne Boulevard is terrible and the speeding is horrendous. I would love speed humps and the neighbor's landscaping to stop ending up in my driveway.
- Make Gold Camp one-way.
- Improve over-crowding on multi-use trails. Prevent directional collisions with hikers/bicycles/etc by using one-way trails or alternating systems.
- More parking or a shuttle to trail heads.
- Create a shuttle service to limit congestion on the roads and pressure on wildlife. I would like to see the return of park police who would issue tickets.
- Limit the number of visitors and/or vehicles to preserve the outdoor experience. Not allow dogs.
- Rework Columbine Trail or add trails so that they are better for your average mountain biker to be able to get up the Cañon without having to drive up.
- Have a shuttle system to get people in and out, at least in the summer months. There is not nearly enough parking and no place to add it without removing nature.
- Access to higher up near Lake Moraine.
- The Park needs to have trails that connect Helen Hunt Falls to Mt. Cutler and to the Gold Camp parking lot. It also needs to fix the old social trail that led up to St. Mary's Falls in order to allow easier access to all three waterfalls in the park.
- Parking.
- Better parking.
- I'd have more trash cans available so less littering would occur.
- The number of multi-use trails needs to increase in the area, as well as varying the difficulty of the trails in the area. Colorado Springs could easily be a mountain biking destination if an organized effort was put forth to design sustainable mountain biking trail which offered varied levels of difficulty, specifically more challenging trail.
- Better trail signage, especially trails that have both names and numbers. The signage isn't bad but there are a lot of little branches off main trails and it can be easy to get lost.
- Perfect just the way it is??
- I would add more mountain bike trails and make some trails one way only on certain days of the week.



- Toilets either near High Drive or at the bottom of Jack's. Allowing motorcycles back on the trails was a bad idea.
- Nothing I can think of. Maybe something cool land interactive, interfacing smartphones and the trailhead map.
- Less cars, maybe even consider replacing with shuttle to Falls and top.
- Downhill specific mountain biking trails. More trails to spread out the excess amounts of visitors. More regulation of the crappy people who are up there smoking, drinking, littering, shooting, etc.
- Roads could be wider to accommodate cyclist, but I'm not too sure that's really possible. Allow for farming of ice on Silver Cascade Falls.
- More downhill-specific mountain bike trails and other trails to help disperse the amount of people using the area. Regulate the terrible people that leave trash, go shooting, or smoke and drink up there.
- I would create more trail connections and loops within the park. There should be a connection from Buffalo Canyon up to the Silver Cascade Falls Trail over Artist's Point, a connection between the top of Silver Cascade Falls and Gold Camp Road, and an official trail from the road up to Daniel's Pass and Gold Camp Road. The parking situation at Helen Hunt Falls and just above it needs to be addressed. I know there is not much room for additional parking, but a potential shuttle system could be put in place for busy summer weekends. An individual was hit while walking up the road from Helen Hunt Falls to Seven Bridges because there was no parking in the upper lot. Finally, more funding needs to go into repairing and maintaining the Silver Cascade Falls trail. It is heavily used and the current split rail fencing is often vandalized and erosion along and beside the trail is constantly getting worse.
- More trails, less crime (car break ins).
- Sustainable trails with erosion control. Adding more technical features to MTB trails.
- More trail maintenance to prevent erosion; Better parking at Helen Hunt Falls or other mitigation of parking/traffic issues there during high season. Better and updated trail maps.
- Create more single track connecting trails especially from the Cañon to Palmer Trail.
- 1. Larger shoulder for bikes on the road.
 - 2. 1-way traffic up the paved road, down Gold Camp Road (or vice versa) to allow room for bikes.
 - 3. Less crowds.
- More downhill biking type trails. Access near parking lots for using downhill bikes. There are no specific trails for downhilling in this area.
- I would build at least one purpose build downhill mountain bike trail. While there are an abundance of excellent multi use trails, which accommodate many different user groups. One thing in general our City and state have neglected is directional trails, this would alleviate mountain biking pressure on the other multiuse trails. Furthermore, while the popularity of these trails is easy to see, with their success in places like Bend, OR or Vancouver, BC. The front range and CO in general are lacking this type of trail. With the infrastructure already in place in this Cañon, this could truly help build COS into one of the premier mountain bike destinations in the US.
- More defined and enforced parking areas to eliminate cars stuffed into places all over. Better signage. More protection for road cyclists. More trails to increase connectivity.



- Captain Jack's needs to be directional trail on even/odd days. Now that motos are allowed back on it there is a lot of uphill traffic going uphill, which is dangerous because there is also a lot of downhill traffic also going fast. Collisions have and will continue to happen, and it's only a matter of time before someone gets seriously hurt. But if it was downhill only on evens or odds, and uphill only on the opposite it would be much safer and enjoyable for everyone. Golden has done this with their Apex trail, and everyone in the community enjoys it. A greater police presence on Gold Camp would also be appreciated. I ride Gold Camp 4-5 times a week, and unfortunately, I see a lot of drinking/drug use with people driving. Many people drive way too fast on Gold Camp as well.
- Continue to build quality trails throughout the area,
- Get users to take better care of the Park (dispose of litter & dog waste, not graffiti or vandalize, not use the Park as a place for night-time parties.
- My wife and kids don't like hiking Seven Bridges anymore because of the amount of dog waste present on the first half mile of Gold Camp Road (between the parking lot and trail head). It smells awful, you have to watch where you step, and makes us want to avoid visiting the area. Responsible dog owners are okay, but until all dog owners demonstrate they can clean up after their dogs, I would be in favor of a dog ban in the area. It is a shame that my kids don't want to visit some beautiful trails because dog owners have made a mess of things.
- More MTB trails, less crowded, better parking.
- Make trails directional. That way there is no head-on traffic.
- I would look to see more system trails to create better linked trail systems throughout the park.
- I would work on augmenting some of the trails to be more sustainable in terms of heavy rains.
- Better parking at the trailheads, particularly Mt. Cutler and Middle Columbine. Address erosion issues in lower Cañon by making sustainable access trails to the climbing sectors.
- Build more trails to even out the huge loads of people. Close Gold Camp Road to auto traffic.
- More security against racing cars and fires that could be caused by carelessness.
- Allow fewer people to use it, enforce parking lot rules.
- Go back to not allowing motorized traffic on the new, rerouted section and on St. Mary's Falls trail. Mountain bikes are fine - they're slower and they don't stink of gasoline - and they cause much less damage.
- More displays and education at Starsmore; shuttle in the Cañon to Helen Hunt at least on summer weekends between Memorial Day and Labor Day.
- Education on trash disposal, especially doggie poo bags along Gold Camp Road between the High Drive parking lot and Seven Bridges Trail. More trash cans, along the road and at the trailhead may help.
- More technical mountain biking.
- No motorcycles allowed! And a patrol car once in a while would be nice to stop the graffiti and all the littering.
- People parking along the road makes it difficult to access. Partying, dumping and fires on Gold Camp is worrisome. Dogs off-leash takeaway from my experience.
- Maybe have more trails.
- Parking, parking, parking.
- More parking.
- More trails, so less need to use Gold Camp Rd.
- Invasive/noxious weeds are a problem.
- Dogs actually be on leashes, and more mountain bike trails so that there are fewer conflicts between hikers and mountain bikers.
- Need to have more signs & maps.



- Better labeling of trails along the way. Once you know the trails, it's easy but having a bit more signage may help.
 - It'd be great to get input on trails that are already there and those that may be added and how it might affect all users from mountain bikers to hikers to anyone else looking to use them.
- More expert level downhill mountain bike trails. Trails with features that you normally only find at ski area bike parks, but don't require that I drive 2 hours and spend \$100 to be able to ride. I would love to have that terrain here where it is free and I can just pedal there. In addition, I think we just need more trails for all abilities. The trails we have are becoming more and more crowded. More trails will spread out the traffic and make for a more peaceful experience.
- Shuttle buses to limit the number of cars on the road and in the parking lots.
- Add more difficult downhill bike trails, like Sesame Canyon or harder, and add some that could be shuttled by car. if possible add some lift service trails to the system. A chair lift accessed bike park would be great as it would be the only one in the region and could attract people year-round.
- Downhill-specific MTB trails built by contracted trail builders (Momentum Trail Concepts or equivalent).
- Build more trails...it's getting so crowded that we need more trail options to spread people out.
- I would like to see more purpose-built trails for mountain bike use.
- It would great to have MTB specific trails without motos to give another option now that motos are allowed back on Jack's. Create more trails that cater to MTB use, but can still be used by other groups. Downhill-only traffic on Chutes (Chamberlain is a safer and better uphill alternative until the trails meet a little before Gold Camp).
- More technical trails with features with berms jumps step downs.
- Make Jones Park/Bear Creek sustainable. In my opinion, this should not have ever been re-routed.
- More mountain biking trails would be super great.
- Add some more trails and make a few trails directional.
- A few directional (e.g. downhill only) bicycle trails would be very much appreciated and probably reduce trail conflict.
- Shuttle option to high drive parking are for hikers to reduce traffic on Gold Camp Road. Legal trail from Multi use to high drive. Dog owner education.
- Bathrooms/porta johns at trailhead parking areas. Buckhorn trail extension is falling of the mountain in places.
- New trails, lots and lots of new trails. The Canon needs them with the amount of use it's getting.
- Additional trails, reopen legacy trails off of Captian Jack's.
- Limit dogs. The trails smell of dog feces in many areas.
- More trails and more parking.
- The Chutes connector as a downhill only trail.
- Better signage, notification of trail closures and changes.
- Some kind of public transportation from town to Gold Camp Road parking. The crowding is crazy most weekends and the noise/pollution from cars takes away from the wilderness experience.
- It's great now.
- There is a huge shortage of parking!



North Cheyenne Cañon Park Master and Management Plan September 19, 2017 Community Workshop

Verbatim Individual Responses

- 1. What excites you about having a new Master and Management Plan for the Park?
 - Updated conservation efforts to help preserve our shared space for years to come.
 - It's very needed. Park has increasing visitation and corresponding impact on Park resources.
 - Some tasks can be done by those who can get jobs done quickly and correctly. Park staff and volunteers would have a difficult time getting so much done without extra support.
 - The chance to establish guidelines and goals and make sure the Park is preserved and enjoyed.
 Chance to concentrate on visitor experience.
 - Provide more funding.
 - The prospect/possibility of closing the Park at night.
 - The possibility of additional funds for Park improvements and funding stream increase.
 - <u>Hopefully</u> increase staffing/park rangers. Provide more funding for the areas.
 - The opportunity to help shape and make North Cheyenne Cañon Park a better place.
 - Traffic and increased use addressed. Safety, including fire and after-hours use.
 - Strategy for preparing for increased use of Park by public. Better signage. Plan for sustainably funding maintenance of Park.
 - New public input.
 - Possibility of better trail maintenance during the summer.
 - With the long hiatus since the last plan, I am excited to know the process is up and going.
 - Clarifying the issues and creating the forum for everyone to be heard.
 - North Cheyenne Cañon Park is the best park in the city. It needs a plan to preserve the Park from overuse.
 - Parking management, shuttles. Better and more trails. Signage.
 - Chance to get sustainable trails in Daniels Pass parcel. Overlook trail for Mt. Cutler overlook.
 More parking for trailheads.
 - New trail possibilities!
 - The possibility of additional trails and/or the legitimization of existing social trails.
 - The possibility of new connector trails.
 - A sense of order to the plan especially with <u>public</u> input.
 - The opportunity to build additional trails in under-utilized sections of the Park and sorelyneeded connector trails to get trail users off the roads to prevent conflicts between cars and trail users
 - An overriding goal—big picture is so important to work from so that all decisions come back to the original intent.
 - Bringing new ideas in.
 - Progress to addressing and meeting the needs of different users of the Park.
 - Chance to build new trails.
 - Improvements that are needed and hopefully will get done. The fact that people care and want to make improvements.



- The potential for something to happen.
- Can build some new trails and much needed connector trails. We do not have enough trails for the volume of people in the Cañon! Build some trails! Especially now since it is reopened to motorcycles!
- Direction to take the Park in the future. Cycling. New Trails to spread out use (build out Mays and Kineo Peaks.) Some use-specific trails, i.e. motorcycle, bike/hike, horse use. Connect areas of trails so they link up.

2. What concerns you?

- Funding; easier access to Park will encourage exponential increases in visitation.
- Increased visitation; Park security; problems at night; traffic and parking; resource preservation.
- #1 Need of Park police and enforcement. #2 Bathrooms accessible to handicapped. #3 One or two days a month to close the Park for maintenance.
- Over-restriction of use. Lack of restriction of abuse/need enforcement.
- After-hours safety. Clear trail maps. Maps are very confusing. Unclear trail usage restrictions.
 Clear entry/exits from Park boundaries. More trash cans.
- Close the Park at night to preserve the Park for all.
- Enforcement of safety rules and traffic laws. Jurisdiction partners with Forest Service and El Paso County.
- Security at night. Fire concerns. More trash cans.
- Technical rock and ice climbing and ensuring that the Pikes Peak Climbers Alliance (501(c)3 organization) has a voice and a designated place in the management of technical issues in the Park such as climber approach trails, signage, and fixed hardware management.
- Enforcement. How does City enforce rules and regs in Park and ensure park safety issues are not "de-prioritized" because PD is dealing with other calls, high volume, etc.? Because enforcement is not through parks, it can fall by the wayside.
- That plan might lead to even more increased use. That some will feel their concerns haven't been incorporated.
- Funding.
- The fact that there are so many vital issues—we can't accomplish as much as seems necessary.
- It is a small park and can only sustain so much. More, more, more whether it is trails or parking
 or signage shouldn't necessarily be the focus. Improve and care for what is already there.
- I fear Save Cheyenne is hijacking the process.
- Parking lot security—break-ins are frequent.
- Having enough parking. Having good signage, wayfinding.



- Garbage—dog poop <u>bagged</u> and <u>left</u> on trail—trail etiquette signs? If the Cañon is closed at night, could it be opened <u>early</u> for us trail runners that are running to places like Almagre, Rosa, etc? Especially in the summer—we like to start at 5 AM. The decommissioning of trails.
- 1-Continuation of gross mismanagement. Bob & Kurt know about this. Fire hazard, signage, gang tagging/graffiti. 2-Lack of trust with Park and Rec. It thinks it is ok to give away <u>our</u> public land. (Strawberry Fields.) 3-The whole process is under a cloud of corruption. (Mayor/City Council/TOSC, Karen/Parks Board) Thank you.
- Social trail closures.
- Trail maintenance.
- Follow-through by City—I hope it's a priority.
- Congestion in the Park on trails, roads and trailheads.
- I am concerned that there are so many different regulating bodies concerning areas adjacent to North Cheyenne Cañon Park. If rules change as a trail runs between parks, things can get very confusing for trail users.
- Closing trails that already exist. Spend money and time maintaining trails not closing them. Ask for trail volunteer help.
- Closing existing established trail without notice or building a connecting trail prior to decommissioning.
- Enforcement of simple laws and ordinances. How to enforce across federal land and parks.
- Traffic, insufficient parking, insufficient signage and maps concerning various trails. Integration of various supervisory agencies to work together—City, County, Pike National Forest, Colorado Springs Utilities. Concerns—I see more issues with human waste (cigarette butts, paper trash, bottles and cans) than dog poop. We need to clarify the dog on leash in the City park versus the Pike National Forest dog regulations. Dogs off-leash are not necessarily bad or wrong.
- The continued destruction of excellent mountain trails and the creation of terrible new trails (i.e. Red Rock). Terrible translates to boring and unoriginal design.
- The current volume of people/use of the trails—need more.
- Please use local trail builder who knows how to build sustainable/interesting trail. Incorporate
 elements in trail unique to mountain biking as part of new trail. Concerns: crime, fires, overnight
 camping, homeless camps, guns.

3. Is there anything you'd like to make sure is considered as this Plan is developed?

- Trail mapping/markers!! Also, bathrooms. Please!
- Shuttling visitors into the Park, especially in summer months.
- Establishing rules for Segway access. Establishing and enforcing Park hours.
- Keep trail access fair.
- Close the Park at night. Bad things only happen at night!
- Traffic control, increase staff presence, signage/maps.
- More staff. Closing the Park at night. Signage-etiquette, trailheads and forks in trails, laws and ordinances. Better maps of the area for visitors and Springs residents.
- Being able to continue to climb, establish new routes, maintain established routes, as well as
 operate stewardship events to improve the trails and base areas, route hardware, and parking
 areas.



- Clear and consistent wayfinding. Color coded? Interpretative programs.
- Include trail etiquette/wise/responsible use of trails and public lands every step of the way.
- That a clear priority for each action is established and published.
- Please stripe the road. Safety on Silver Cascade Trail-need a durable fence all the way to the top.
- How can we change the public mindset (when it comes to "Leave No Trace", pick up after your dog and self) through education? Too many papers.
- I want to have families represented in the process. I feel their voice won't be heard. Same with handicap and young (0-3) visitors.
- A real trail from the bottom of the Cañon to Daniels Pass and the newly acquired property on the other side of the pass.
- Sustainable trail design, shuttle, close Park or gates at night, noxious weeds, forest management. Keep electric bikes off trails, better signage and maps. Forest management, toadflax.
- No machine-made trails—that get wide—singletrack!
- There is no such thing as "sustainable" trails on Pikes Peak granite. It's wise to be mindful of this but if we build great trails the public will care for them.
- Dog poop bags and trash cans on Gold Camp Road.
- Increased signage on trails. Dumpsters instead of barrels.
- Partnerships with trail advocates such as Medicine Wheel Trail Advocates, Friends of Cheyenne Cañon, trail runner groups, etc.
- Please make sure connectivity is clear, marked, and maintained between parks/trail systems.
 Continue to communicate with all the other parks to create a bigger big picture.
- Less intro.
- Public use and enjoyment of the land.
- Closing the Park at night. Downhill bike complex?
- North Cheyenne Cañon is the gateway to the Pike National Forest and El Paso County trails.
 These groups must work together to promote and provide information for all these areas—i.e. people don't know that Seven Bridges [Trail] is Trail #622. Hikers go and think they will see signage to direct them—which is not there. Why not? It would be so simple to place better signage and maps for hikers to see.
- Advanced trail development.
- New trails and connector trails! We have more people than trails being used in the Cañon! Need for directional trails!
- Improved enforcement of the above.





Community Workshop #1
September 19, 2017

Verbatim Small Group Responses

 Our group believes the following issues are missing from the Preliminary Issues List and should be addressed:

Group #1

- Build connector trails before de-commissioning trails
- More map signage/consistent, up-to-date maps
- Trails that parallel roads to separate cars and trail users
- Boundary signage/trail difficulty signage
- Building trails in under-utilized sections of Park, such as the Mt. Muscoco area

Group #2

- Chutes downhill-only traffic
- More signage (Daniel's Pass)
- Trail etiquette signs
- Bike lanes (great idea). Stripes
- Confusion about where leash laws begin/end
- Enforcement: parking lot security

Group #3

- No more motorized soils not stable
- More police presence Gold Camp Road
- Chamberlain Trail should go across the Mesa between North and South Cañons
- Using TOPS open space money particularly if Stratton Open Space is limited to "connectivity" which already exists

Group #4

- Electric bikes people starting to use on natural surface trails
- Drones
- Horse waste
- Sustainable trail design and standards
- Designate some trails for user groups, e.g. some hiker-only or bikes-only. Maybe Chutes downhill only; maybe Chutes bike-only, have parallel hiker-only trail
- Signage more emphasis on good signage. Need map of entire area at Gold Camp 4-way parking lot. Gold Camp Road parking lot is the gateway to Forest Service trails. Coordinate signage with National Forest

Group #5

- Trail use: odd days up, even days down like in Jefferson County
- Need for additional trails/connector trails
- Build out May Peak area for trails
- Enforce Park rules, especially after hours gun use and vandalism
- Local trail design and competent trail builders



Group #6

- Skateboarding/electric board sporting
- Trail etiquette (signage)
- Specific signage informing users of climbing area in order to avoid rocks being thrown on climbers
- After-hours use (campfires) limit it! (gates)
- Better signage for route-finding

Group #7

- Close the Park at night
- Increase Park security/staffing
- Don't restrict access
- Need more signage at trailheads what's allowed/what's not
- Trail etiquette

Group #8

- Signage: More signs at key areas conveying Park ordinances, i.e. "You are responsible for knowing..."
- Trails: Proactive, sustainable plan to address trail erosion
- Trails: Special consideration of no e-bike or drone use
- Access: Consider Lower Columbine being wheelchair-accessible
- Bathrooms/restrooms
- Seek partnerships

Group #9

- Striping needs to be done on the road up the Cañon double yellow line up the whole way
- Geocaching won't work in the Cañon
- Have Park resource (police) officer (like for the schools)
- Review permission for bikes on major hiking trails; prohibit bikes on Middle Columbine
- Prohibit walking on the Cañon road
- Need sign bikers must follow speed limit for cars
- Install drive-through pullout where bench is on right-hand side of NCC road adjacent to entrance, with Park regulations and guidelines on posters
- Keep Starsmore a nature center, not a retail center
- Not more signage on the road. Put existing signs in more effective areas
 - *(This group submitted an additional list of issues which is included at the end of this document)

2. On the Draft Guiding Principles, we believe the following points are missing:

Group #1

Nothing. It's very thorough

Group #4

- Important principles glad they are there: traffic, parking, signage
- New category: ecological preservation: noxious weeds, erosion control, fire mitigation, insect control, e.g. tussock moth, budworm, forest management
- Under Trails, change "uncrowded" to "adequate capacity" and add "sustainably designed."



Group #5

 People like to see progress! Not just talking about it – DO IT! Just do something. It's extremely overcrowded (i.e. build new trails to spread out use)

Group #8

 Draft of Guiding Principles effective. Chunk the key areas of importance. Great stuff: Focus on visitor experience, especially acknowledgement that road is narrow corridor and traffic management needs consideration. Focus on access and safety, seasonal heavy use.

Our group would suggest amending the Draft Guiding Principles language in the following ways:

Group #1

 It's very difficult for trail planning given the jurisdiction limitations, etc. Is there a way to engage USFA, etc.?

Group #5

Remove idiots from the top of the Chutes smoking weed, throwing all their trash in the parking lot! Close the gates on the Park to keep people out and from throwing their trash all over! Keep the homeless out! It's not that hard?

Group #6

Accessible and safe – implement a shuttle!

Group #7

Close gate/access at night – would save money in the long run



*Additional list of issues submitted by Group #9:

- 2. Complete necessary summer trail maintenance in a timely fashion.
 - a. Build a retaining wall at the top of Silver Cascade Trail, so that part of the south side of the trail, which now slopes down steeply, can be reconfigured, preventing visitors from sliding off the trail and then falling into Buffalo Creek.
- 3. Effective policing of parking lots
 - a. Solar-powered surveillance cameras might be an option.
 - b. Possibly one could be installed on the roof of HHF Visitor Center in a hard-to-reach, inconspicuous place.
- 4. Clear and effective signage
 - Look at locations of signs—we don't need more signs necessarily, but more effective signs in better locations.
 - b. Use backs of signs for interpretive signs.
 - c. The sign at the bottom of the canyon stating "No busses, trailers" etc. is in a bad place.
 - d. We could use a <u>pull-out</u> with a bulletin board type display sign at the bottom of the canyon next to the "No busses, trailers" sign. This sign location should be east of the Stratton Open Space parking area, where there is space for busses and vehicles with trailers to turn around.
 - e. Need a sign stating that cyclists must obey the speed limit.
 - f. List destinations such as Seven Bridges Trail, Pike National Forest, and Mt. Cutler-Mt. Muscoco Trailhead on a sign at bottom of canyon.
 - g. Put a sign at the start of the Chamberlain Trail on Lower Columbine Trail.
 - Put a sign for Silver Cascade Trail at the beginning of that trail, next to the visitor center.
- 5. Effective fencing for the entire length of Silver Cascade trail—the fencing itself doesn't have to be very expensive, just durable.
- Enforce "no camping in park" rule; fix gate at bottom of the canyon so that it can be closed.
- 7. Stripe the road.
- 8. Remove trash and car parts on Upper Columbine Trail.

This list was approved by the other volunteers sitting at our table 9/18/17 at CMHS.



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Appendix B -

Public Workshop 17 October 2017

B1...... Verbatim Small Group Responses from Community Workshop #2 October 17, 2017

B10...... Verbatim Summary of Group Responses from Community Workshop #2 October 17, 2017





Community Workshop October 17, 2017

Verbatim Small Group Responses

(Approximately 90 workshop participants worked together in small groups self-organized by interest area [e.g. hikers, mountain bikers, climbers. etc.] to answer the following questions).

1. What specific problem areas does your group see with the Park as it is today?

Mountain biker groups

- Top of Chutes two direction, high speeds, user conflicts. Poor signage, doesn't help direct traffic to lower conflict areas (Gold Camp path).
- <u>High speed</u> motorized uphill on Captain Jack's creates conflicts with other users and is highly erosional. Poor to no signage or maps at trailheads and parking (High Drive, Jack's).
- No connection with terminus of Columbine to High Drive lot.
- Generally not enough trails for increasing volumes of users.
- No access to Gold Camp from Jack's further north than Jack's trailhead.
- Heavy use, no posted speed limits on Gold Camp Road.
- Lack of signage (emergency contacts, speed limits, trailheads and yield information on trails).
- Multi-use trails, different speeds/directions = safety concern.
- Substance use/threatening behavior on Gold Camp Road.
- Aggressive drivers on all roads (passing unsafely).
- Camping and fire use along Gold Camp within City Park.
- No water source at Helen Hunt.
- Trail connectivity.
- Directional trails.
- More trails, spread the load.
- More aggressive trails (e.g. more downhill).
- More/better signage.
- Gates from dirt to dirt on Gold Camp at night.
- More enforcement of litter, substance abuse on Gold Camp.
- Pet excrement [disposal] stands in the Park.
- Clearly defined parking.
- Clearer Park boundaries.
- Trail user conflict (bike/pedestrian).

Climber group

- Sustainable trails to climbing areas Pinnacle, Silver Falls.
- Sustainable staging areas below some routes.
- Designated parking for Hully Gully.
- Upgrade climbing anchors.
- Climbing Management Plan for Park.



Interpretive group

- Congestion between Starsmore and Helen Hunt, especially peak season. Parking, people walking on the road.
- Lack of staffing unable to enforce, contact, educate. Lack of year-round staffing at Helen Hunt.
 Lack of year-round Park safety. Lack of ability to enforce by Park staff.
- Trail conditions, erosion! Look at trail sustainability; trails are falling apart.

Hiker groups

- Improve and formalize trail to overlook at Mt. Cutler (overlook to east).
- Improve parking efficiency. Somehow mark existing lots so people park more efficiently. Example, signs for head-in parking; pave 4-way Gold Camp Road and line parking spots; parking blocks in 4-way Gold Camp Road lot to delineate double row in middle and suggest spots with parking block.
- Need better signage for wayfinding.
- Need directional signage and maps for trails in other jurisdictions: example, let people know where Seven Bridges, St. Mary's Falls and Buckhorn Trails are at trailhead.
- Trails in Daniels Pass parcel and add signs.
- Enforce dog laws, both dog waste removal and dog leash laws.
- Trail from Upper Columbine trailhead to Helen Hunt Falls, even if it is just one (pedestrian?) lane along road.
- Main parking lot at High Drive, Gold Camp (3 points parking lot).
- First responders sometimes have jurisdictional issues.
- Campfires and camping not on Forest land.
- Fire mitigation of underbrush can change the experience and look of the land for users and it can damage trails (e.g. Stratton Open Space).
- Trail maintenance a bit on Middle Columbine.
- Signage for road closures.
- Fireworks.
- Enforcement of hours.
- TRAFFIC.
- Parking.
- Signage: trails; parking; viewpoints; where you are.
- Silver Cascade Trail fence.
- Dead trees/weeds ecological protection!
- SAFETY drugs, alcohol, trash.
- City/County communication with users governance.

Canyonwood residents groups

- Fire mitigation in Cañon removal of dying trees and bushes.
- More people on N. Cheyenne Road than the road and parking can handle.
- Longboarding, hikers on road.
- People parking on roadway which creates a one-lane road.
- Hikers coming on our private property on Canyonwood because the City maps are incorrect.
- Bonfires and parties on Gold Camp Road.
- Falling rocks on roadway.
- No road markings (double yellow line).
- More designated picnic areas.



- Better signage about road dangers during snow/ice.
- Jeep tour ignoring parking areas at Helen Hunt Falls.

Gold Camp Road residents group

- Enforcement of traffic issues, speeding, gun issues, drinking.
- Parking; use of a gate.
- Traffic control and access on north end of Park (Gold Camp Road).
- Litter control more trash cans and dumpsters.
- Control of multi-use pedestrians, bikes, and cars.
- Lack of police presence.

Picnicker group (1 person)

The area given to the City in the land swap has no nice area for picnics. The best land for that is in the Broadmoor's building envelope.

Groups not identified by interest

- Funding.
- After-hours access (restrict).
- Prohibit fifth-wheels and other large vehicles.
- Pay for parking or enforce no parking.
- Jurisdictions how to make sure police can enforce.
- Parking on weekends Canyon (?).

Group of 1

The City's maps, which show Gold Camp Road, aka Forest Service Road #370, are improperly
marked. First, the Forest Service has jurisdiction over Gold Camp Road west of High Drive
parking lot. Second, if <u>all</u> of these maps are misleadlingly marked, it calls into question the
journalistic integrity of all aspects of the City's maps.



2. What specific opportunities does your group think should be pursued?

Mountain biker groups

- No alternative to Gold Camp from Chutes trailhead to bottom of Jack's.
- Directional/user group trails to reduce conflict and increase fun.
- Explore uphill speed limits on Capt. Jack's. Motorized yield to all non-motorized users.
- New Mt. Muscoco area opportunity for new mountain bike/multi-use trails.
- Connection from Daniels Pass to Starsmore (multi-use).
- Non-motorized alternative to Capt. Jack's on south aspect of Mays.
- Alternative to Columbine from Jack's trailhead to High Drive lot.
- Single jurisdiction of all of the Park what legal opportunities are there here?
- More consistent enforcement of laws in the Park and <u>visible</u> patrol.
- Signage (trail names, yield expectations, directional trails?, emergency contact information, speed limits, please pass carefully, share the road).
- Limiting access (referring to traffic ideas listed below).
- Directional trails.
- More trails.
- Gates. Closing the dirt on Gold Camp from sunset to sunrise.
- More/better signage.
- Mountain bike-specific trails/aggressive downhill trails.
- Clearer Park boundaries.
- Connector trails (more).
- More clearly-defined parking.

Climber group

 Maintain and increase trails. Some rogue trails listed like Daniels Pass are actually on maps for 80 years. Many marked as unsustainable are actually fine and have been maintained by users, staying in the same condition for years, decades.

Interpretive group

- Shuttles? Peak season? <u>Electric</u> shuttles! Keep shuttle affordable, local season pass. Remove/discourage pedestrians in road signage? Alternatives?
- Increase staffing year-round at Helen Hunt. Allow Park staff to legally enforce regulations.
 Seasonal staff at State Parks can enforce law, can Park Rangers at City Park? (Partial/full commission). Parks police?
- Look at carrying capacity! More people = more erosion. Daily quota for trails?

<u>Hiker groups</u>

- Daniels Pass area trails that connect other trails and to Gold Camp Road closed section.
- Add gates to Park to close when Park is closed.
- Be sure to allow overnight parking on 4-way Gold Camp Road lot for people backpacking on Forest Service trails.
- Trail connection from Upper Columbine to parking lot at Gold Camp parking lot.
- Any potential City annexation should have buffer from, say, a roadway to Forest land.
- Education on [fire] mitigation doesn't hurt, and can help.
- Keep data on lost hikers.
- Need an arrow on Mt. Muscoco trail in a spot on some rocks where there's a lot of lost hikers.
- Enforcement of hours.
- Shuttle-only opportunities.



- Directional traffic.
- Paved parking areas on Gold Camp.
- Retaining wall at top of Silver Cascade.
- Daniels Pass ending.
- Hiking connection from Helen Hunt to Gold Camp.
- More connections off of Gold Camp.

Canyonwood residents groups

- Safety signage specifically for fires and gunshots.
- Cell coverage as safety measure!
- Limit bikes during the peak tourist hours.
- Infrared cameras at Gold Camp Trail parking lot to identify bonfires.
- Trail from Gold Camp Trail parking lot to Helen Hunt Falls.
- Flashing lighted sign saying, "Beyond this point snow tires/chains required" when snowing.
- Charge a Park fee as a way to limit the number of people in Park.

Gold Camp Road residents group

- Education and awareness through signage.
- Opportunity to limit access during off-hours.
- Opportunity to preserve and care for a gem.

Picnicker (1 person)

- Clearing a few small areas to be made into picnic areas with tables, restrooms, viewing and resting benches, etc.

Groups not identified by interest

- Composting toilets at Helen Hunt Falls.
- Annexation to help with enforcement.
- Better cross-jurisdictional agreement.
- Possible gate off problems areas.
- Ridgeway parking lot could be expanded, could have a shuttle during peak times.
- Signs for lots being full.
- Permanent bathroom at Ridgeway parking lot.

Group of 1

- The City should recall all of its flawed maps and issue an immediate correction, i.e. "closed to vehicles." Such misinformation leads to misunderstandings among user groups. This leads to unnecessary user conflicts.



3. Considering the list below, which are your group's two most preferred ideas to address traffic and parking issues in the Park? Please explain why those were your group's preferred choices.

Ideas:

- A. Park access by shuttle only, with non-motorized, multi-use lane year-round
- B. Park access by shuttle only summer season
- C. Gondola/chair lift from Starsmore parking lot year-round
- D. Limitation on the number of cars in the Park summer season
- E. One-way vehicular traffic heading up the Cañon with non-motorized, multi-use lane yearround
- F. Maintain two-way vehicular traffic with safety improvements only, including increase lane width in places, widen bridges, add guard rails, road shoulders, formalize parking areas.

Group	Idea Preferences	Reason(s)	Additional Comments
Mountain bikers	A. and D.	A.: Limits traffic, reduces danger to cyclists, doesn't provide access to Captain Jack's for motos. D: (No reason provided)	All restrictions need to be on Gold Camp as well so as to not increase traffic on Gold Camp
Mountain bikers	D. and B.	D.: Reduced traffic, known number of people in Park, consider very small fee (keep out people using the Park to abuse substances, camp and start fires, etc.). Could close the dirt section of Gold Camp Road to car traffic, improve safety. B.: Reduce traffic, safer for cyclists, summer only shuttle would be cheaper and summer is the heaviest use season.	Idea A. reduces access for people with disabilities, requires parking area, reduces traffic. Idea C. would be costly; should also maintain road access. Idea E. would increase Gold Camp Road traffic.
Mountain bikers	C. and D.	C.: Selfishly, we'd like an easier way to the top. D.: If limited via a toll, it can generate revenue	
Climbers	A. and F.	A.: Non-motorized access is very low impact and can handle large quantity of users and should remain open. A shuttle like Incline's will be the best way for all other users. F.: Access is very important to us. It allows us to have continued access to historical climbing areas and routes. Allow early access.	
Interpretive interests	B. and D.	B.: Move towards and focus more on "Leave no trace" and conservation. Our parks are not trash cans. Promote respecting parks, wildlife, conservation. D.: Decreases traffic load, number of people impacting trail carrying capacity.	Combine B and E? Allow cars through a certain morning time, ala Maroon Bells? Parking E., same, limit number of cars, decrease user impact, carrying capacity!

Hikers	A. and B.	A.: Keeps cars down, safer bike access, lets everyone (?). B.: Same reason as A.	Make A. with a free shuttle and free shuttle parking; an annual parking pass or a week-long parking pass. D.: Only in combination with shuttle. E.: Problem with one-way is that tourists get lost coming out Gold Camp; dirt road with extra traffic; makes a long way, even if just go to Chamberlain
Hikers	(None marked)		
Hikers	B.	(No reasons listed)	
Canyonwood residents	F. and B.	F.: Provides the use of the Cañon as it was originally intended. Maintains the status quo. People like the ability to come and go as they please. B.: Could help alleviate parking issues. Only needed on weekends.	E.: One-way traffic – <u>No</u> . How would we access our homes?
Gold Camp residents	(New idea) G. – Gate (New idea) H. – Enforcement	G.: Gate with restricted number of cars. H.: Enforcement – more police presence.	
Picnicker (1in group)	F.	F.: I could only imagine one of these options. The Park should be open to everyone.	No to ideas A., B., and C.
Group not identified by interest	D.	D.: Funding—total lack of it; experience over the last 20 years. New idea: After-hours access restrictions because of concerns over noise trash, fire hazard, graffiti, general vagrancy.	For idea A., build a parking structure by Starsmore. Do not understand the oneway idea. Idea F. would cost too much.
Group not identified by interest	A. and D.	A. and D.: Today too much vehicular traffic, no sustainability. Unpleasant experience for local residents.	Also put a limitation on the size of vehicles in the Park.
Unidentified group	B. and D.	Like D. with shuttle – reduce people parking on roads, helps with traffic. B.: Would prefer some parking for visitors who are driving the whole route.	Center line.
Group of 1	F. and (New idea) G. None of the above	F. Good! Facts are facts! Res ipsa loquitur (Note: This is a Latin phrase for "The thing speaks for itself".)	A., B., C. D. – Bad!



What questions does your group have about any of the ideas listed?

Mountain biker groups

- Are these for restricting Cheyenne Cañon only, or do they apply to Gold Camp Road? Restricting to only to Cheyenne Cañon will increase traffic and danger to cyclists on Gold Camp.
- Where would the shuttle access point be?
- Would the "gondola" mean the roads are closed?

Climber group

(None submitted)

Interpretive group

(None submitted)

Hiker groups

(None submitted)

Canyonwood residents groups

- The ideas listed made us choose between six suggestions. I limited us to six pre-determined suggestions or options.

Gold Camp Road residents group

- Why was an option about gating the Park (closing it) at night not offered? If you truly value this land as a natural resource that you want to protect, why not close the Park at night? It would help prevent fire damage, reduce quantity of police calls, reduce trash, reduce emergency response.

Pickniker group (1 person)

- With Idea E. (one-way), how would they get back down?

Groups not identified by interest

- How to fund it.
- Is there any reason we couldn't charge for parking?
- Can we limit cars and also have a shuttle?

Group of 1

(None submitted)



What other ideas does your group have for addressing the Park's traffic and parking issues?

Mountain biker groups

- More efficient layout in parking lots to pack 'em in; striping, barriers, etc.
- Close Gold Camp past pavement to vehicles.
- Closing the dirt section of Gold Camp would help with safety and may reduce traffic.

Climber group

- Charge motorized users per vehicle – it will promote carpooling.

Interpretive group

(None submitted)

Hiker groups

- Free shuttle, free shuttle parking.
- Allow cars in Park but charge for parking.
- Have annual parking pass (and locals can buy).
- Have week-long parking pass (tourists can buy and use to park while they are here). Have hourly or day parking fee also.
- Shuttles should be able to carry bikes more than the Metro buses, which have space for only one or two.
- Car parking pass for users: yearly fee, example \$25 (for residents); daily, example \$5 (for tourists).

Canyonwood residents groups

- Give out tickets for violations!

Gold Camp Road residents group

- Gate! Limit access. Close the Park at night.
- Gold Camp Road is a gem. Need to limit access: safety stop fire; save \$ -- trash at night, reduce emergency response; day activities climbing, mountain biking, picnicking, interpretive interests.

Pickniker group (1 person)

(None submitted)

Groups not identified by interest

- Cars early and late. Shuttle mid-day.
- Use more of other lands, e.g. picnic areas, group picnic area behind Starsmore.
- Pay for parking. Do not advertise outside the city. Consider carrying capacity. Tourism brings in less than 5% of local budgets!
- Temporary permit for parking for Seven Falls. End this temporary parking.
- Expand Ridgeway parking lot to accommodate dog beach and shuttle parking.

Group of 1

(None submitted)





Community Workshop
October 17, 2017

Summary of Group Responses

(Note: Approximately 90 workshop participants worked together in small groups self-organized by interest area [e.g. hikers, mountain bikers, climbers. etc.] to answer the questions below.

This document summarizes those responses).

What specific problem areas does your group see with the Park as it is today?

Consistent Themes Across Groups

Volume of users and carrying capacity: of the Park; of trails; of roadways

Lack of enforcement: police presence; jurisdictional issues

Public safety: vehicular; pedestrian; fire

Gold Camp Road: heavy use; speeds; substance abuse; threatening behavior; camping; fires; parking

Parking: capacity; efficiency

Signage: need for more throughout Park

Trails: sustainability; user conflicts

After-hours access: need to limit in Park and on Gold Camp Road

What specific opportunities does your group think should be pursued?

Consistent Themes Across Groups

Trails: new; directional; user group-specific; connections

Consistent/visible enforcement: laws; regulations; hours

Limit access to Park and Gold Camp Road: after hours; traffic reduction ideas

Parking: more; better defined; paved; expand Ridgeway lot

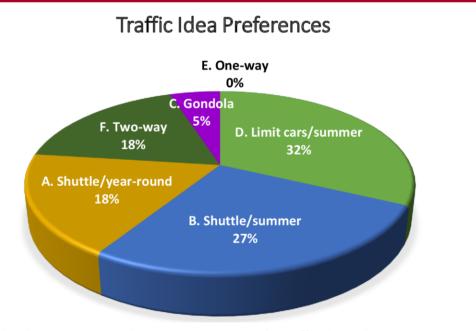
Signage: wayfinding; safety; trail etiquette; speed limits; emergency information; roadway



Considering the list below, which are your group's two most preferred ideas to address traffic and parking issues in the Park?

Ideas:

- A. Park access by shuttle only, with non-motorized, multi-use lane year-round
- B. Park access by shuttle only summer season
- C. Gondola/chair lift from Starsmore parking lot year-round
- D. Limitation on the number of cars in the Park summer season
- E. One-way vehicular traffic heading up the Cañon with non-motorized, multi-use lane yearround
- F. Maintain two-way vehicular traffic with safety improvements only, including increase lane width in places, widen bridges, add guard rails, road shoulders, formalize parking areas.



This chart summarizes the group responses to the traffic ideas. The percentages reflect the frequency of mention for each idea as a group preference.

Summary of questions about these ideas

- Do they apply only to Cheyenne Cañon only or also to Gold Camp Road?
- Where would the shuttle access point be?
- If there was a gondola, would the roads be closed?
- Why wasn't gating/closing the Park at night offered as an option?
- With the one-way-traffic-up idea, how would people get back down?
- How would these ideas be funded?
- Can we charge for parking?
- Can we limit cars and also have a shuttle?



Summary of other ideas for addressing traffic and parking issues

- Use space in parking lots more efficiently.
- Close the dirt portion of Gold Camp Road to vehicles.
- Charge per vehicle.
- Charge for parking.
- Free shuttle and free shuttle parking.
- Sell parking passes: annual (for locals); week-long, daily, hourly (for tourists or locals).
- Shuttles should be able to carry multiple bicycles.
- Enforce/issue tickets for violations.
- Gate/close the Park at night.
- Limit night-time access to Gold Camp Road.





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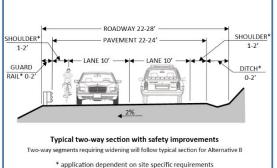
Appendix C -

Public Workshop 25 January 2018

- C2...... Park Use and Circulation Alternatives Workshop Handouts
- C6......Park Use and Circulation Alternatives Verbatim Small Group Responses
 Community Workshop #3 held January 25, 2018
- C12...... Management Toolbox Response Form
- C14..... Management Toolbox Verbatim Small Group Responses Community Workshop #3 held January 25, 2018
- C30......Workshop #3 Response Summary









Key Elements

- Maintains two-way vehicular travel throughout the Park.
- Reflects a broad and significant infrastructure improvement effort.
- Requires road widening and/or cantilevered roadway and retaining walls to accommodate safety improvements.
- Provides safety improvements including 10' drive lanes and 1' shoulders (minimum) with guardrails and drainage ditches where needed to protect the roadway.
- Continues shared use of and inherent conflicts on roadway by bicycles, pedestrians, and vehicles.
- May include any Circulation Options as determined by Parks staff from the management toolbox.

Implications

Park Access and Use

- Accommodates all current vehicular use patterns.
- Accommodates all current shared vehicular/pedestrian/bicycle use.
- Neglects to provide multi-use trail connection along the length of the Cañon.

Parking and Shuttle

- May include any Circulation Options as determined by Parks staff from the management toolbox.
- Creates improved and more defined parking areas along North Cheyenne Cañon Road; however, fewer parking areas are provided than Alternative D because of two-directional road width.

Safety and Function

- No traffic reduction or calming are inherent in the design.
- Incorporates roadway and bridge safety and structural improvements.
- Roadway icing issues are either eliminated or lessened with drainage improvements.

Environment and Aesthetics

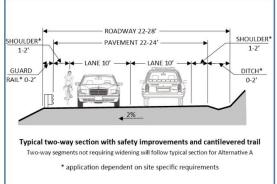
- Creates the highest impact on Cañon rock formations, vegetation and Creek. Rock removal is necessary to accommodate the roadway width. Walls or cantilevering the roadway over the Creek is required in areas indicated on the plan.
- Pavement is widened in about 42.5% (percent) of the Cañon. This is 1.13 miles of the 2.66 miles between Starsmore and Helen Hunt Falls.
- Addresses some but not all the erosion and water quality issues created by the paved roadway in the Cañon bottom.
- Aesthetics of the Park change in many parts of the Cañon roadway due to rock formation impacts and retaining walls. Removal of trees and vegetation is required in places, some of which is mitigated through re-planting.

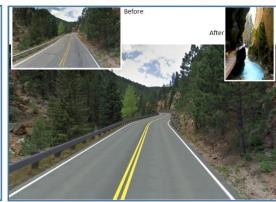
Implementation and Timing

- When compared to the other three alternatives, implementation timing is rated
 medium. About half of the roadway and parking improvements could be implemented
 quickly, while other improvements such as new parking lots, roadway widening, and
 bridge construction would require more time to obtain construction funding
 and/or require a longer construction duration.
- Construction cost is high for this alternative as compared to the other alternatives
- Reconstruction of bridges will likely require closure of parts of North Cheyenne Cañon Road for a few months.









Key Elements

- Includes cantilevered multi-use trail at the constrained segments where standard trail construction is not possible and constructed multi-use trail along remaining areas of the Cañon.
- Maintains two-way vehicular traffic throughout the Park.
- Reflects a broad and significant infrastructure improvement effort.
- Requires road widening and/or cantilevered roadway and retaining walls to accommodate safety improvements.
- Provides safety improvements including 10' drive lanes and 1' shoulders (minimum) with guardrails and drainage ditches where needed to protect the roadway.
- May include any Circulation Options as determined by Parks staff from the management toolbox.

Implications

Park Access and Use

- Accommodates all current vehicular use patterns.
- Provides separate multi-use trail from Starsmore Visitor and Nature Center to Helen Hunt Falls along the Cañon.

Parking and Shuttle

- May include any Circulation Options as determined by Parks staff from the management toolbox.
- Creates improved and more defined parking areas along North Cheyenne Cañon Road; however, fewer parking areas are provided than Alternative D because of two-directional road width.

Safety and Function

- No traffic reduction or calming is inherent in this design.
- Incorporates roadway and bridge safety and structural improvements.
- Roadway icing issues are either eliminated or lessened with drainage improvements.

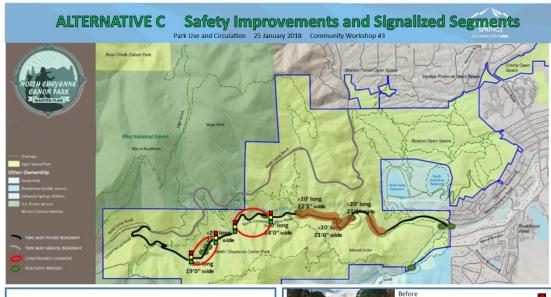
Environment and Aesthetics

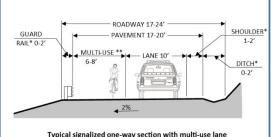
- As with Alternative A, creates the highest impact on Cañon rock formations, vegetation and Creek because rock removal is necessary to accommodate the roadway width and drainage ditches. Walls or cantilevering the roadway over the Creek is required in areas indicated on the plan.
- Pavement is widened in about 42.5% (percent) of the Cañon. This is 1.13 miles of the 2.66 miles between Starsmore and Helen Hunt Falls.
- Addresses some but not all the erosion and water quality issues created by the paved roadway in the Cañon bottom.
- Aesthetics of the Park change in the Cañon roadway due to rock formation impacts
 and retaining walls. Removal of trees and vegetation is required in places, some of
 which is mitigated through re-planting.

Implementation and Timing

- Implementation timing as compared to other alternatives is likely longer due to the need for the Parks, Recreation and Cultural Services Department to secure the funds to build the cantilevered trail.
- Construction cost is rated high+, as compared to the other alternatives.
- Reconstruction of bridges will likely require closure of parts of North Cheyenne Cañon Road for a few months.







Typical signalized one-way section with multi-use lane
Two-way segments will follow typical section for Alternative A

* application dependent on site specific requirements

** provide protective zone where existing roadway width allows



Key Elements

- Maintains two-way vehicular travel throughout the Park except at the two very constrained segments.
- Provides separate, non-motorized access from Starsmore to Helen Hunt Falls along
 the Cañon through use of a multi-use lane at the two very constrained segments
 where standard trail construction is not possible and a constructed multi-use trail
 in remaining areas of the Cañon.
- Provides safety improvements including 10' drive lane or lanes and 1' shoulders (minimum) with guardrails and drainage ditches where needed to protect the roadway.
- At the two constrained segments, traffic signals direct alternating one-way vehicular travel. Maximum anticipated traffic signal delay is 80 seconds per vehicle at each signal location (traffic signals have emergency override) with an anticipated 5 vehicle maximum stacking based on current vehicle data.
- May include any Circulation Options as determined by Parks staff from the management toolbox.

Implications

Park Access and Use

- Accommodates two-way vehicular traffic patterns with traffic signal-controlled alternating one-way traffic at constrained segments.
- Allows for pedestrian and bicycle travel along the entire Cañon through use of the multi-use lane at the constrained segments and the multi-use trail along the rest of the Cañon. The trail is always open and not impacted by traffic signals.
- Adds trip time and delay for Park visitors and residents travelling by vehicle complying with and navigating through signalized sections. Anticipated individual delay is 0 to 80 seconds at each segment.

Parking and Shuttle

- May include any Circulation Options as determined by Parks staff from the management toolbox.
- Creates improved and more defined parking areas along North Cheyenne Cañon Road; however, fewer parking areas are provided than Alternative D because of wider two-directional road width.

Safety and Function

- Separates pedestrians and bicyclists from vehicular traffic via completely separate, non-motorized trail/lane.
- Some traffic reduction and traffic calming is inherent in the design. Traffic signal delays deter vehicular traffic speed as they introduce potential stops in both uphill and downhill vehicular traffic.

Safety and Function (continued)

- Necessitates compliance to traffic signals for safe vehicle passage
- Incorporates roadway and bridge safety and structural improvements.
- Roadway icing issues are either eliminated or lessened with drainage improvements.

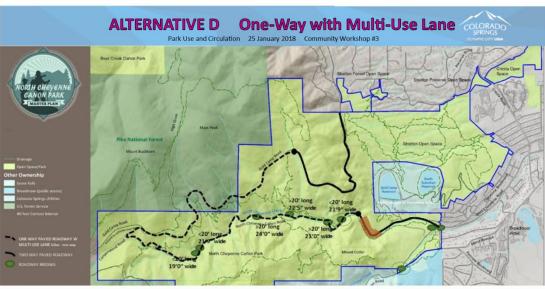
Environment and Aesthetics

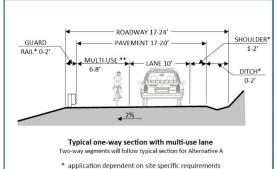
- Creates a mid-range impact on Cañon rock formations, vegetation and Creek. Walls
 or cantilevering the roadway over the Creek is required in areas indicated on the
 plan; these are not needed in the single-direction constrained segments.
- Pavement is widened in about 26.3% (percent) of the Cañon. This is 0.7 miles of the 2.66 miles between Starsmore and Helen Hunt Falls.
- Addresses nearly all the erosion and water quality issues created by the paved roadway in the Cañon bottom.
- Introduces vehicle idling (fumes and noise) in the Cañon when cars accelerate/ decelerate and are queued at the traffic signals.
- Introduces infrastructure and lights into the Cañon for signal equipment and advance flashing beacons to warn of upcoming signal/stop bar and vehicle queues.

Implementation and Timing

- When compared to the other alternatives, the ease of implementation and timing
 is considered medium.
- Construction cost is considered to be medium for pavement widening and traffic signal installation.









Key Elements

- Provides for a combination of two-way and one-way vehicular traffic.
- Maintains two-way vehicular travel from Starsmore Visitor and Nature Center to White
 Fir Trailhead and from the Park boundary on Gold Camp Road to Capt. Jack's Trailhead
 with a cul-de-sac turnaround at Capt. Jacks and just beyond White Fir Trailhead.

** provide protective zone where existing roadway width allows

- Implements one-way vehicular traffic from White Fir Trailhead to Capt. Jack's Trailhead.
- Includes an attached, multi-use lane from White Fir Trailhead to Capt. Jack's Trailhead. Multi-use lane serves pedestrians, mountain cyclists and road cyclists. Recommends a downhill bike speed limit of 10 mph in the multi-use lane within the Park. Multi-use lane connects on-street bike lanes on 21st Street and Cheyenne Road.
- Provides Gold Camp Road paving, multi-use lane, signage to guide vehicles to
 U.S. 24 and 21st Street and intersection accommodations to minimize cut-thru traffic
 in Upper Skyway neighborhood.
- Provides safety improvements including 10' drive lane or lanes, 6'multi-use lane and 1' shoulders (minimum) with guardrails and drainage ditches where needed to protect the roadway.
- May include any Circulation Options as determined by Parks staff from the management toolbox.

Implications

Park Access and Use

- Redefines vehicular use patterns.
- Provides separate, non-motorized multi-use lane through nearly the entire Park from White Fir Trailhead along a paved Gold Camp Road to Capt. Jack's Trailhead.
- Encourages pedestrian and bicycle travel on the multi-use lane along entire Cañon.
- Eliminates downhill access for residents of Canyonwood.
- May mandate need for traffic movement limitations to discourage vehicular cutthru traffic in the Upper Skyway neighborhood.
- Deters driving into the Park past White Fir or Capt Jack's trailheads unless the full route through to the intersection with High Drive/Bear Creek Road/Lower Gold Camp Road/26th Street is desired.

Parking and Shuttle

- May include any Circulation Options as determined by Parks staff from the management toolbox.
- Allows improved and more defined parking areas along North Cheyenne Cañon Road. Allows additional parking spaces and expanded water quality/bioswales at trailheads because angled parking can be utilized with the narrower onedirectional road width.
- Simplifies parking maneuvers at all trailheads and Helen Hunt Falls because vehicular travel is from one direction only.

Safety and Function

 Separates pedestrians, mountain cyclists and road cyclists from vehicular traffic via completely separate multi-use lane.

Safety and Function (continued)

- Traffic reduction and calming are inherent in the design.
- Improves safety for pedestrians and cyclists crossing the roadway because vehicular travel is from one direction only.
- Reduces potential for multiple-vehicle collisions such as head-on and sideswipe opposing crashes; head-on crashes tend to be more severe than other crash types.
- Incorporates roadway and bridge safety and structural improvements.
- Roadway icing issues are either eliminated or lessened with drainage improvements.

Environment and Aesthetics

- As compared to the other alternatives, creates the lowest impact on Cañon rock, vegetation and Creek due to narrower, single-vehicular lane with a multi-use lane.
- Pavement is widened in about 7.5% (percent) of the Cañon. This is 0.2 miles of the 2.66 miles between Starsmore and Helen Hunt Falls.
- Addresses all the erosion and water quality issues created by the paved roadway in the Cañon bottom.

Implementation and Timing

- If Gold Camp Road ROW remains in USFS ownership, one-way travel may require a NEPA; if the ROW is conveyed to the City, a NEPA process may not be anticipated.
- If the GCR ROW is conveyed to the City, then compared to the other alternatives, this
 could be the easiest alternative to implement and be completed in the shortest time.
- Construction cost is considered to be low, depending on whether the paving of Gold Camp Road requires some roadway widening.



North Cheyenne Cañon Park Master and Management Plan



Community Workshop
January 25, 2018

Park Use and Circulation Alternatives Small Group Verbatim Responses

(This document contains all verbatim comments submitted by approximately 180 workshop participants working together in 26 groups to respond to the four alternatives. Groups were asked to rate each alternative on a 0-to-10 scale, with 0 indicating no support and 10 indicating full support, and to provide the reasons for their group's rating.)

Alternative A: Safety Improvements

Average rating (mean value): 4.03 Middle rating (median value): 3.00

Level of extremes: 15.3% of the groups rated it 0 or 1; 7.6% of the groups rated it 9 or 10

- (No reasons listed). (10 rating)
- Maintains two-way traffic. Least impact to how Park currently works. (9 rating)
- (No reasons listed). (8 rating)
- Improving vehicular travel. Safer. Keeps pedestrians on road. (8 rating)
- (No reasons listed). (8 rating)
- (No reasons listed). (8 rating)
- Seems to be the easiest change. Maintains two-way traffic with no additional disruption to Gold Camp Road.
 (7 rating)
- Plus night closures. Pave road! If the road is paved, consider large speedbumps placed frequently with slots cut for cyclists. Dirt road can be considered more dangerous (illegible word) poor drivers on it. (6 rating)
- (No reasons listed). (5 rating)
- Doesn't change anything. (5 rating)
- Includes needed improvements, but expensive and time constrained. (4 rating)
- Don't like removing rock wall. (3 rating)
- Risk for higher vehicle speeds. Similar to what we have now. More impact to Cañon. (3 rating)
- Harm to rock formations. No bike-car conflict changes. Still congested. (3 rating)
- Currently bikes and cars are in same space gives bikes own lane. (3 rating)
- Cost. Environmental impact. Not great for bikes. (3 rating)
- Divided between strong support and no support. Three zeroes, 1 five, 1 nine, 1 seven [in group]. (3 rating)
- If road is paved as is, no widening, this option would be preferred. Agree to pave all pull-off areas that are kept.
 (3 rating)
- Doesn't slow traffic. No protected bike lane. (2 rating)
- Too much impact on vegetation and environment. Encourages speed enforcement issues. Won't help bikes.
 (2 rating)
- Lack of bike lane. Most impactful to Cañon. Minimal change. (2 rating)
- Expensive. Damages the natural setting. (0 rating)
- Are shoulders wide enough? (0 rating)
- Very little change. (0 rating)
- Doesn't fix anything. (0 rating)
- Impact to Creek and vegetation from construction. Cuts into the rocks...impacts on rock formations. (0 rating)



Alternative B: Safety Improvements and Cantilevered Trail

Average rating (mean value): 3.40 Middle rating (median value): 3.00

Level of extremes: 36.0% of the groups rated it 0 or 1; 12.0% of the groups rated it 9 or 10

- Good idea cantilever trail to keep pedestrians safe. (10 rating)
- Safer travel. Seamless trail connectivity. New hiking experience. Improved perspective. (10 rating)
- Least impact to how the Park currently works. Gets bikes and walkers off the road at dangerous spots.
 Maintains two-way traffic. (10 rating)
- Like the idea of cantilevered trails. Maintains two-way traffic with no additional disruption to Gold Camp Road.
 (8 rating)
- We like the idea of cantilevered trails over the Creek. This could be very interesting and fun. We assume it
 would be two-way and could accommodate dogs. Question about bikes? (7 rating)
- Expensive. Helps pedestrians, bikes, and cars and keeps pedestrians off road. No protected bike lane. (6 rating)
- No money for trail. What does cantilevered trail connect to? (5 rating)
- Hanging/cantilevered trails: could increase City's liability insurance, though; money? (5 rating)
- Nice idea. Too expensive. Probably will never be built. Pie in the sky. (4 rating)
- Cantilevered trails. (4 rating)
- Divided between strong support and no support. Three zeroes, 1 ten, 1 nine, 1 seven [in group]. (4 rating)
- Expensive? Guardrail + walkways. How much does it cost? Would mountain bikes use cantilevered trail?
 (3 rating)
- Cost, but a multi-use trail would be great! (3 rating)
- (No reasons listed). (2.5 rating)
- Bikes need to stay on road, trail for pedestrians. Lots of money and impact. (2 rating)
- (No reasons listed). (1 rating)
- Too expensive and high impact with vegetation and environment. Encourages speed enforcement issues.
 Won't help bikes. (1 rating)
- Too expensive and complex. Will take forever. (1 rating)
- Increase in tourists to elevated walkways. Increased cost. Lack of bike lanes. (1 rating)
- (No reasons listed). (1 rating)
- Suspension bridge is expensive. Not worth the cost. (0 rating)
- Don't like removing rock wall. Cantilevered trails not aesthetic. Bad for bikes. Very costly. Lots of construction.
 (0 rating)
- Suspension bridge is expensive. Not worth the cost. (0 rating)
- No cantilevered trail. Columbine is a fine way to get from Starsmore to Helen Hunt Falls. (0 rating)
- Environmental impact. Cantilevered trail too expensive and impactful. (O rating)
- Most expensive, most negative impact. Unnecessary complications. Cantilevered trails would provide many issues of congestion, especially with dogs. Not sure why this is even on the list. (O rating)
- Like walkway by Creek and being able to bike both directions. Love idea for cantilevered trail. Where does money come from for cantilevered? (No rating provided)



Alternative C: Safety Improvements and Signalized Segments

Average rating (mean value): 3.50 Middle rating (median value): 2.0

Level of extremes: 42.3% of the groups rated it 0 or 1; 7.7% of the groups rated it 9 or 10

- Least impact. Maintains two-way travel; don't have to drive all the way around (example: much longer to go to Mt. Cutler). Does not increase traffic on Gold Camp Road. (10 rating)
- One-ways and lights (two-way bikes). Pretty flexible for different users. (9 rating)
- Doable right now. Minimal impact. Do this until you can afford Alternative D. (8 rating)
- Minimal impact to Cañon. As long as bikes roll past red lights. Better for motorists and locals with two-way.
 (8 rating)
- Slow traffic with lights. Low impact. Lower cost. (7 rating)
- Slows traffic. (7 rating)
- Least impact and most benefits to the most users. (7 rating)
- Low impact as a user. Less expensive. Less time to do it. However, bike (pedestrian) lane is an accident waiting to happen. Shuttle concept is not good. (7 rating)
- Don't like traffic lights. Think about stoplight alternatives. Love bike lanes but one lane on each side with driving down middle for flow. (6 rating)
- What about emergency services? (5 rating)
- (No reasons listed). (5 rating)
- Expensive. Don't like the idling cars. Ugly. Continues the two-way traffic, which causes most of the congestion.
 (3.5 rating)
- Don't like stop lights. (2 rating)
- We don't like stoplights. Letting bikers go is confusing if riders going up and down, how do they share bike lane?
 (2 rating)
- Increased noise. Increased idle time (pollution). No bicycle traffic management (speed in a shared two-way lane.) Safer travel. (2 rating)
- Idling cars. Dangerous to bikes when people run lights. (1.5 rating)
- Traffic lights do not appear to be a viable solution. People will get frustrated and seek alternative routes (Gold Camp Road). (1 rating)
- Too congested when really busy. One lane up and down for bicycles/pedestrians [is] unsafe. (1 rating)
- Bike/pedestrian conflicts on trail downhill traffic on bikes and pedestrians on small trail is dangerous.
 (1 rating)
- (No reasons listed). (0 rating)
- Don't like traffic signals. (0 rating)
- Has this been done successfully in a permanent use? A green lights does not ensure that someone did not ignore the red light and drive down. (People often stop to take pictures.) If we wanted stoplights, we'd (Canyonwood residents) live in town. Could create chaos. Increased time going up/down. (O rating)
- Confusion about who gets lane when light turns green (bike, car, motorcycle). Idling traffic. Too close together.
 (0 rating)
- (No reasons listed). (0 rating)
- All zeroes [in group]. (0 rating)
- Increased noise. Increased idle time (pollution). No bicycle traffic management (speed in a shared two-way lane.) (0 rating)
- (No reasons listed). (0 rating)



Alternative D: One-Way with Multi-Use Lane

Average rating (mean value): 4.01 Middle rating (median value): 3.50

Level of extremes: 38.4% of the groups rated it 0 or 1; 19.2% of the groups rated it 9 or 10

- As long as multi-use is two-way traffic! Less impact to Cañon. Safest for non-motorized. Discourages shenanigans being committed to loop. (10 rating)
- (No reasons listed). (10 rating)
- Pro: All of advantages in plan. Most efficient gives bikes defined lane. Easier to drive. Con: Opposed to two-way traffic for bikes. What if there's a fire? (9 rating)
- Less conflict. Directional traffic. More controlled vehicle access. Two-way use on multi-use lane can be dangerous. (9 rating)
- (No reasons listed). (9 rating)
- Good idea but expense will delay getting it done. Cycling events. Not good for Canyonwood residents. (8 rating)
- One-way for bikes (two-way is too narrow). One-way for cars is good for traffic. Long round trip. (8 rating)
 Additional comment: Traffic issues only a problem weekends during summer. Implement changes only during these times, e.g. directional/close based on time of week/year.
- Limits neighborhood access. Love bike lanes. (7 rating)
- Best for bikes—please include buffering/separation. Think one-way bikes too? (7 rating)
- Where does one-way kick out from Gold Camp? (5.5 rating)
- Hard for bikes to maintain 10 mph limit. Forces all traffic on Gold Camp Road. Does not work well with shuttles.
 (5 rating)
- Safest alternative. (5 rating)
- No one likes one-way traffic at this table. Least expensive. Dedicated bikers love this. (4 rating)
- Slows traffic. Further bottlenecking traffic into Highway 24 via Gold Camp Road to 26th/21st to Highway 24.
 (3 rating)
- We don't want direction of travel limited can't ride down or up? Crazy. (2 rating)
- Same as Alternative C. Safe travel. (2 rating)
- Three zero ratings [in group]. One [in group] rated at three. (1 rating)
- Our table lives on Gold Camp. Traffic on Gold Camp would be horrible. Land locks. One-way traffic. (Note: the group put a -10 rating on its response form; tabulated as a 0 rating, indicating no support)
- What about emergency services? (0 rating)
- Limits our (Canyonwood residents) emergency exits. It would mean a 9-mile drive to our mailboxes. Adds
 multiple miles to our daily commutes. Increases traffic in Skyway areas. Would need to be paved to
 accommodate increased traffic. Would increase emergency response times to certain areas of Park. (Note: the
 group put a -100 rating on its response form; tabulated as a 0 rating, indicating no support)
- Drastically increases traffic on Gold Camp Road with first available dump out at Bonnie Vista lots of residential disruption. Increased level of trash, vandalism along Gold Camp (+ speeding). No understanding of traffic impact need a traffic study done. (O rating)
- (No reasons listed). (0 rating)
- Too high of a traffic count on Gold Camp. Do not want shuttles. (O rating)
- This proposal means that virtually all traffic entering the Cañon will exit along Gold Camp Road. This will significantly increase traffic on Gold Camp Road and likely contribute to increased problems with trash, high speed, fires, etc. on Gold Camp. With one-way system, people who visit Mt. Cutler Trail and Columbine Trail and Helen Hunt Falls from south Colorado Springs have a very long, circuitous trip home. They will exit through Skyway's residential roads. (0 rating)
- Bike/pedestrian conflicts on trail downhill traffic on bikes and pedestrians on small trail is dangerous. All traffic (vehicles) have to exit through Bear Creek. (0 rating)
- All users have a much longer trip. Fire concerns and forces all the traffic to Gold Camp. Emergency access may be limited. (O rating)



Additional Comment Submitted

We support gates with night closures.

Individual Comments Submitted Via Email after the Workshop

- My thoughts are:
 - -I'm concerned that paving of Gold Camp Road south to the top of Cheyenne Canon will make it easier to drive that section, and therefore will increase thru traffic on the residential section of Gold Camp Road north of the parks. Speeding in that residential area of Gold Camp Road is already an issue with only 5% of vehicles compliant with the 20mph speed limit and with peak speeds in excess of 60mph. This will likely get worse.
 - -I'm concerned that your maps stop at the park boundaries to the north, which suggests that no consideration has been made to how vehicles get to/from the north entrance of the park. There are only three routes to Gold Camp Road in that area: one is via Bonne Vista, one is via Hydra, and the third is via the intersection at High Drive and Bear Creek Road. Traffic to and from Gold Camp Road via Bonne Vista and through the upper Skyway area is already problematic. I'm concerned this will get worse.
 - -I'm concerned that increased traffic on Gold Camp Road from the parks will increase the flow around the dangerous blind turn on Gold Camp Road just south of the High Drive intersection. This curve is currently more dangerous than any point within the parks. It's not logical to increase safety within the park, only to steer the bulk of traffic into this unsafe turn outside of the park.
 - -Currently some, if not a lot of the traffic within Cheyenne Canon is up and back from the Starsmore Center, and not on Gold Camp Road. With Plan D all traffic through Cheyenne Canon will now flow down the residential section of Gold Camp Road north of the parks. So Plan D grossly increases my alarm about increased traffic into that residential area.
 - -It's wise to have two exits in case of fire. In the event of a wildfire that comes across the ridge between High Drive and Gold Camp Road, it's possible that fire could block evacuation of Gold Camp Road residents who live south of Bonne Vista. Currently the dirt road to the top of Cheyenne Canon provides a second exit for those residents. If a gate is installed at, say, the Chutes, in the event of a wildfire those residents will be trapped when the gate is closed. My opinion is that this is bad. I strongly suggest involving the CSFD wildfire people concerning this.
- Hey The following is some thoughts from a road cyclist perspective that I have after attending the NCC Master Plan meeting on January 25th. I was contacted by Kate Brady at first who put me in touch with you before the meeting.
 - First off thanks for being willing to engage the public. Processes like this are certainly anything but simple, as I'm sure you know. I'll try to keep it simple and address each of the major points (as I see them) that was made at the meeting from a purely road cyclist perspective.
 - Roadway configuration: For a road cyclist plan B (of the A to D plans) would be what I think cyclists would prefer. Getting walkers off of the paved road lessens the number of user groups on the roadway and is a far better experience than hiking on a roadway with cars and bikes. I also know that might be contrary to what one might think with the plans that propose a larger pedestrian/cycling lane. Which is something that I think works extremely well in the Garden of the Gods. However, the nature of the Cañon being very steep and either an all uphill or all downhill grade changes how that functions best. I believe I heard that the expanded ped/bike lane would remain for 2-way traffic even when the roadway became one way. I'm finding it difficult to explain why in this message in a way that's clear at the moment. But it seems to me that it would have too many user groups too close together going in multiple directions. But the key here is at a wide variety of speeds. I can imagine trying to keep the speed down on the bike, coming around a corner with a small line of sight and trying

North Cheyenne Cañon Park Master and Management Plan



to squeeze between a hiker in the ped lane and a car in the one way traffic lane. Thus in my opinion as a road cyclist a more traditional configuration while not making any notable cycling infrastructure improvements is still the best situation given our lane width limitations. It allows cyclist sto be more predictable, and drivers/hikers to be able to predict behavior. If anything, where the lane is large enough to allow, providing an uphill bicycle lane would be very useful as long as when the lane narrows there is obvious transition markings to allow the cyclist back into the main travel lane. Within cycling this might be referred to as lane control (taking up more space in the lane when passing would be narrow or dangerous and then giving up more of the lane when passing is safer).

I hope this was useful to you and that my thoughts were coherent enough to be followed. Please let me know if you need any clarification or follow up and I'd be happy to provide. And one last thanks for making sure all modes of transportation and recreation have voices in the planning process.

- I have not been able to attend the NCC mtgs, so am relying on second hand information.
 - I was told that carrying capacity has not yet been determined for NCC, and am wondering why.
 - In addition, I've heard that no transportation studies have been done.
 - It seems that the above information would be necessary in order to make educated decisions reparking and road improvements in the canon.
 - Might we be able to take a step back and slow down the process, so that it can be done with all the pertinent information at hand?
- I share with Judith Rice-Jones (she is copied on this email), the vision that our City Parks are first and foremost for our citizens. That should be a given in the planning process. Secondly, and I'll admit I'm not sure what traffic studies have been done, but before we advocate major parking lots and road changes, we should have some good data of traffic volume and flow at all times of the year including use of all the existing parking lots.

Individual Form Completed without Group Discussion and Submitted Via Email

I would like to propose a further alternative proposal. Why not save a few million dollars and simply institute an Internet-based pass system for motorized vehicles in NCCP? Use extensive publicizing and place a cap on passes issued based on daily acceptable usage vis a' vis what the Park can reasonably sustain (this is something which is sophisticated to calculate but is routinely done at the national park level). With Internet reservations visitors could easily plan ahead and put their pass request in early during peak season. A very limited of spur-of-the-moment passes might be built into the system. This is simple and inexpensive relative to all the multitudinous changes inherent in other "alternative proposals". Go right ahead and perform any and all federal, state, and City-mandated safety measures and trail work but spare the taxpayers the expense of "improvements" which the Park doesn't need and which are not supported by the citizens. The people of Colorado Springs deserve better than to be handed boiler-plate proposals and urged to choose the one they dislike the least.

It would be shame if this does not appear in your compilation of "yellow sheets" Susan. It will be submitted to the Parks Board, and the mayor and the members of City Council. Thanks!



Management Toolbox

Park Use and Circulation 25 January 2018 Community Workshop #3



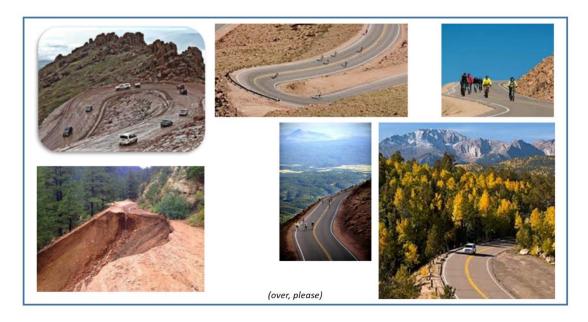
- 1. Follow Design Guidelines
- 2. Improve and optimize parking areas
- 3. Reduce pullouts that do not connect to trail system
- 4. Progressive traffic control options
- 5. Night closure with gates
- 6. Park access shuttle
- 7. Pave Gold Camp Road
- 8. Consider Park entrance/South Cañon re-design to:
 - accommodate future shuttle;
 - allow for future private vehicle control portal; and
 - showcase Starsmore Visitor and Nature Center as the Park orientation and interpretation Center.



7. Pave Gold Camp Road

The advantages we see to this option:

The disadvantages we see to this option:





Management Toolbox

Park Use and Circulation 25 January 2018 Community Workshop #3



- 1. Follow Design Guidelines
- 2. Improve and optimize parking areas
- 3. Reduce pullouts that do not connect to trail system
- 4. Progressive traffic control options
- 5. Night closure with gates
- 6. Park access shuttle
- 7. Pave Gold Camp Road
- 8. Consider Park Entrance/South Cañon re-design to:
 - accommodate future shuttle;
 - allow for future private vehicle control portal; and
 - showcase Starsmore Visitor and Nature Center as the Park orientation and interpretation Center.

8. Park Entrance/South Cañon Re-design Considerations



The advantages we see to this option:

The disadvantages we see to this option:



The advantages we see to this option:

The disadvantages we see to this option:



The advantages we see to this option:

The disadvantages we see to this option:



North Cheyenne Cañon Park
Master and Management Plan



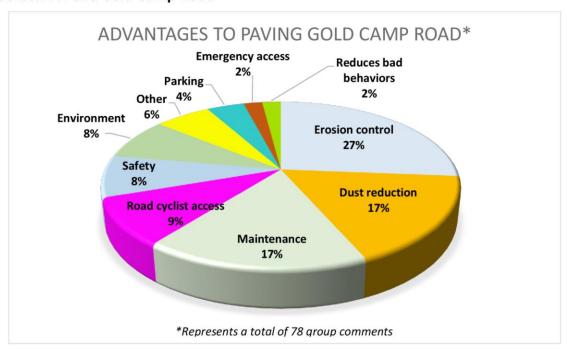
Community Workshop January 25, 2018

Management Toolbox Options Small Group Categorized Responses

((This document categorizes all the verbatim comments submitted by approximately 180 workshop participants working together in 26 groups to respond to two of the tools in the Management Toolbox.

Groups were asked to list advantages and disadvantages to the paving of Gold Camp Road and to re-designing the Park entrance/South Cañon. Five of the groups did not submit any comments on the Park entrance/South Cañon Re-Design options.)

Toolbox 7. Pave Gold Camp Road



Advantages

Erosion (20 mentions=26%)

- Erosion control.
- Less erosion.
- Reduce erosion.
- Erosion.
- Erosion control.
- Environmental impact from erosion decreased.
- Environmental/erosion.
- Erosion control.
- Reduce erosion.



- Less erosion.
- Help erosion, washouts.
- Limits erosion.
- Less erosion.
- Erosion control.
- Less erosion.
- Helps to eliminate erosion.
- Erosion control.
- Erosion decreased.
- Help erosion, washouts.
- Erosion control.

Dust reduction (13 mentions=17%)

- Minimize dust.
- No dust.
- Less dust.
- Dust.
- Lower dust.
- Reduction in dust.
- Dust, erosion.
- No dust.
- Dust reduced.
- Reduce dust.
- Cuts down on dust.
- Less dusty.
- Helps flora/fauna by reducing dust.

Maintenance (13 mentions=17%)

- Cost to maintain (lower as blacktop.)
- Decreased maintenance costs of gravel (grading, etc.)
- Less maintenance.
- Less long-term loss of road/closures/repairs.
- Less maintenance.
- Better maintenance.
- Ease of maintenance.
- Maintenance cost reduced.
- Prevent huge washouts.
- End to wash-boarding.
- Reduce maintenance costs.
- Long-term maintenance decrease.
- Decreases maintenance.

Road Cyclist Access (7 mentions=9%)

- Could be used for road bike races.
- Road cycling access.
- A plus for road bikes.
- Road cycling access.
- Open to road cycling.

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- Great for road cyclist.
- Road bike friendly.

Safety (6 mentions=8%)

- Drivers will/should have more control.
- Traffic control.
- Safer driving.
- Smoother ride.
- Safer.
- Reduce "fear factor."

Helps Environmental (6 mentions=8%)

- Reduces runoff and environmental impact.
- Environmental impact decreased.
- Less sediment runoff.
- Positive environmental advantages—plowing chemicals, dust, etc.
- Pavement creates less runoff/chemical stuff. (i.e. Pikes Peak—thank you, Sierra Club!)
- Environmental.

Parking (3 mentions=4%)

- Better parking defined with lines.
- I would like to see all of the dirt shutdown on Gold Camp Road to motorized vehicles past the bottom parking lot of Captain Jack's. One large parking lot at the bottom of Jack's, one large parking lot at Gold Camp/High Drive plus [a] shuttle.
- Manages pull-offs/organizes parking.

Emergency Access (2 mentions=2%)

- Increased speed of emergency response vehicles.
- A more reliable road surface (especially in the event of fire.)

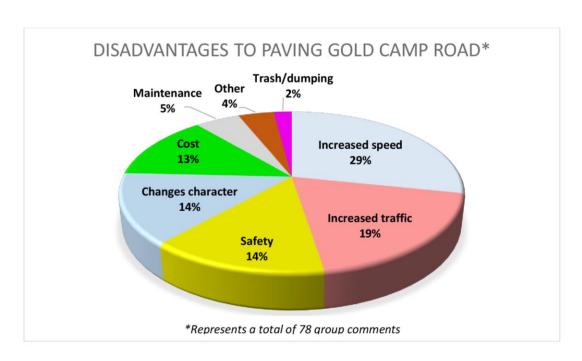
Reduce Bad Behaviors (2 mention=2%)

- Disperse party groups.
- Less shenanigans.

Other (6 mentions=6%)

- None.
- Allows more diverse vehicles.
- Yes.
- Less density.
- May encourage non-motorized use.
- Faster.





Disadvantages

Increased Speed (22 mentions=28%)

- Increased speeds at tunnel entrances (need signal lights at tunnels, motion sensor activated.)
- Speed.
- Speed of cars and bicycles—slows them down when not paved.
- Faster traffic → more secure. Also people have more control on pavement.
- Speed.
- Average speed increase? The "?" is because you talk about more enforcement.
- Increase speed on road.
- Increased speeding along Gold Camp.
- Increased traffic speed.
- Higher speeds, motorized and non-motorized vehicles.
- Cars will drive faster, even if there is a speed limit.
- Speeds will be increased.
- Increased speed.
- Potential faster drivers.
- Increased traffic speed.
- Increased traffic and speed.
- People drive faster (increase road speed.)
- Faster.
- Increases traffic and traffic speed.
- Increased speed—dirt road keeps speeds down.
- Speeding would increase.
- Encourages more speed. Could this cause enforcement issues? Accidents? Liability?

Increased traffic (15 mentions=19%)

- Increased traffic.
- Increased traffic on Gold Camp Road, and through the upper Skyway neighborhood.

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- More cars.
- Increase traffic on road.
- Increased traffic.
- Might bring in sports car traffic.
- Increased traffic on Gold Camp and through Skyway neighborhoods.
- Increase traffic because of paving.
- Increased traffic.
- Encourage more traffic.
- Increased traffic in Skyway areas.
- Possible increase in tourist volume.
- Increased traffic.
- More traffic
- More traffic on trails.

Safety (11 mentions=14%)

- Increased fire risk.
- Increased crime.
- Pavement is more dangerous in wintertime for bicyclists and motorcyclists.
- Increased gunfire and crime.
- More dangerous [due to more traffic].
- Bike safety if lanes.
- The gravel road provides a safer exit when Cheyenne Cañon is icy.
- Speeds may increase along Gold Camp in the Cañon, with more accidents.
- Increase fire risk.
- Slick when icy.
- Fire risk.

Changes Character (10 mentions=14%)

- Takes out the wild/natural aspect.
- Change in character.
- Don't want to ride MTB [mountain bike] up on asphalt.
- Removes the outdoor experience, I feel like I am transported deeper into the forest due to the dirt when on my bike.
- Ruins aesthetics.
- Takes away from beauty/natural setting.
- Historical change.
- Loss in historical road/area.
- Compromised natural aesthetics.
- Lose backcountry feel—but worth it for dust, erosion, reduction, etc.

Cost (10 mentions=13%)

- Could charge fee [to tourists] to recoup costs.
- It's too expensive to pave and maintain Gold Camp Road.
- Cost.
- Cost/funding.
- Expense short-term.
- What could we do with the money instead?
- Cost.



- Expense.
- Expensive—big upfront costs.
- Expense.

Maintenance (4 mentions=5%)

- Road closed for a few months while being paved.
- Maintenance of paved road (potholes, etc.)
- Weather-related maintenance.
- Higher impact: asphalt erosion/repair time.

Trash/Dumping (2 mentions=2%)

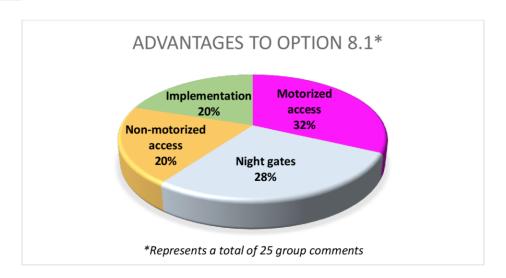
- Increased trash, dumping.
- Trash, dumping.

Other (4 mentions=4%)

- Need jurisdiction.
- Risk uneven distribution of water runoff and speed of same.
- Increased overnight parking.
- Increased transient population.



Toolbox 8.: Park Entrance/South Cañon Re-Design Options Option 8.1



Advantages

Motorized Access (8 mentions=32%)

- Less parking on main road.
- Increased parking.
- Road closures are good.
- Could expand Chamberlain Trail parking more 3 parking areas together, shuttle parking.
- More parking.
- Yes. Keeps access off Mesa.
- Least change to road access.
- Preserves access to picnic tables along Creek.

Night Gates (7 mentions=28%)

- Night closure.
- Nighttime closure helps with safety and security.
- During park hours.
- Like the extra gate.
- Gates at night is great.
- All in favor of night closures (gate.)
- Eliminating access by gating at night is a great idea.

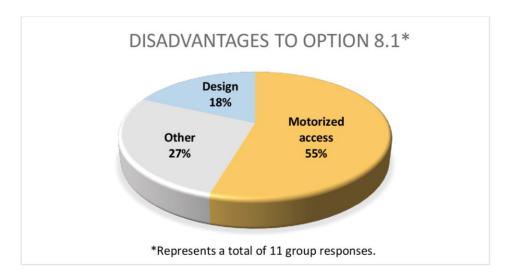
Non-Motorized Access (5 mentions=20%)

- Increased opportunity for hikers.
- Accessible trail is needed.
- Better separation of Chamberlain from Starsmore foot traffic.
- Bike shuttles.
- We like the accessible trail.



Implementation Cost/Impacts (5 mentions=20%)

- Less disturbance of natural areas.
- Least change plus least cost.
- Least expensive.
- Least work involved.
- Least expensive.



isadvantages

Motorized Access (6 mentions = 55%)

- Closing Park road in South Cañon.
- Area still confusing at "Y" junction.
- Less parking added. Can group picnic area be moved for more parking in this scenario?
- Less parking.
- No increase in parking.
- Does not promote traffic to the Starsmore.

Design (2 mentions=18%)

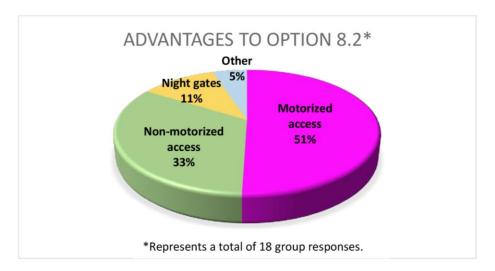
- Short-sighted, not solving long-term problems.
- Don't realign the Creek.

Other (3 mentions=27%)

- Spending a lot of money for little gain (no real substance.)
- Current lack of police enforcement to shuttle speeding, commercial van speeding—traffic control currently deferred to the Broadmoor.
- Not familiar enough with area to comment.



Option 8.2



Advantages

Motorized Access (9 mentions=51%)

- Less parking on main road.
- Increased parking.
- More parking.
- Closing South Cañon Road.
- Eliminate Seven Falls shuttle traffic in Park?
- Will help alleviate foot traffic on road.
- Access trail is good idea for South Cañon Road.
- Converting road to trail is advantageous.
- Makes clear no parking for Seven Falls.

Non-Motorized Access (6 mentions=33%)

- Bike shuttles.
- Accessible trail.
- Better separation of Chamberlain from Starsmore foot traffic.
- Increased opportunity for hikers.
- No problems with closing the road, would help educational programs.
- Keeps road as trail—still bike-able.

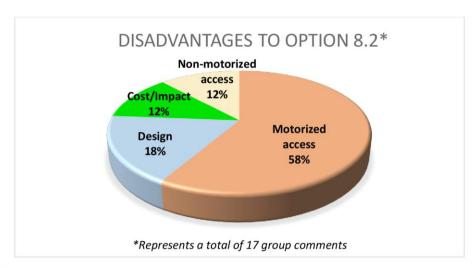
Night Gates (2 mentions= 11%)

- Night closure.
- Nighttime closure helps with safety and security.

Other (1 mention=5%)

Same as above (night closures, accessible trail, least change, least cost.)





Disadvantages

Motorized Access (10 mentions=58%)

- Changes to no road access.
- No access by vehicle to picnic areas.
- Restricts some access on South Cañon Road.
- Road closures.
- Denies access off Mesa.
- Area still confusing at "Y" junction.
- Road closures to public.
- Vehicles in the Park are NOT the major problem compared to the shuttles—speeding, noise, safety, herding people off the Park circle from Evans, Mesa, Seven Falls to Starsmore.
- Public funds used to maintain a road only available to shuttle buses past the turn-around on Mesa.
- Limit access to Strawberry Fields.

Design (3 mentions=18%)

- Don't realign the Creek.
- Negative neighborhood impact—puts all traffic on Evans.
- Relocation of Creek is not advisable. Loss of ecosystem.

Cost and Impact (2 mentions=12%)

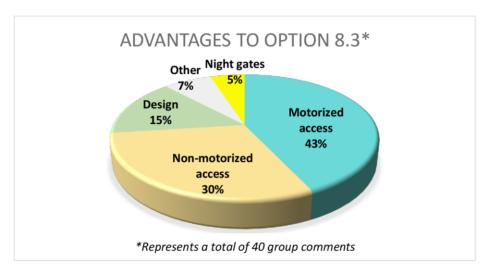
- Short-sighted (same as "Spending a lot of money for little gain [no real substance."])
- Poor investment (same as "Short-sighted, not solving long-term problems.")

Non-Motorized Access (2 mentions=12%)

- Paved trail.
- Loss of picnic areas on Mesa.



Option 8.3



Advantages

Motorized Access (17 mentions=43%)

- Less parking on main road.
- Increased parking.
- More parking.
- Most accommodating to shuttle.
- Shuttle.
- More parking.
- Good access for Helen Hunt Falls.
- Adding huge parking to encourage bus rides + human power.
- More parking.
- Make parking lot as big as possible.
- Most parking.
- Makes clear no parking for Seven Falls.
- More options for future shuttles.
- More parking.
- Eliminates traffic congestion.
- South Cheyenne Cañon Road is useless.
- Shuttle parking.

Non-Motorized Access (12 mentions=30%)

- Addresses handicap accessibility (currently little accommodation).
- Bike shuttles.
- Most ADA access.
- Promotion of shuttle/non-motorized traffic.
- Improved access to Starsmore.
- Provides improved picnicking.
- Better separation of Chamberlain from Starsmore foot traffic.
- Less gates.
- Makes the Starsmore the focus rather than Helen Hunt Falls.
- Makes Starsmore focal point for people entering the Park.



- Starsmore is surrounded by nature.
- More foot traffic into the Starsmore.

Design (6 mentions=15%)

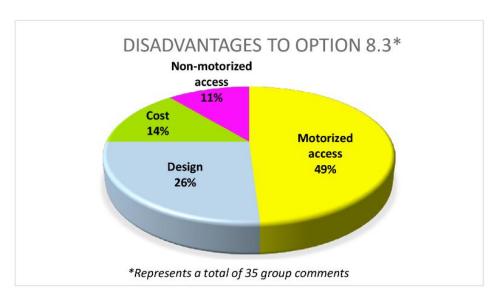
- Long-range vision for growth.
- Cutoff of Broadmoor/emphasis on Starsmore is desirable.
- Showcases Park and Starsmore.
- Improved natural features.
- Starsmore featured.
- Discourage people with bad intentions from sneaking in.

Night Gates (2 mentions=5%)

- Night closure.
- Nighttime closure helps with safety and security.

Other (3 mentions=7%)

- High impact investment.
- No.
- None.



Disadvantages

Motorized Access (17 mentions=49%)

- If [parking increases] (i.e. 100 spots) [need to] increase picnic areas too (to accommodate the increased people in that area.
- Lose Creek access (trail access to existing Creek picnic areas.)
- No access to South Cañon picnic areas.
- Too much parking at Cañon entry.
- Road alteration affects drive up Cañon (i.e. locals Canyonwood residents).
- Possible congestion.
- Realigning entrance road.
- Limited access.
- Road closures.

North Cheyenne Cañon Park Master and Management Plan

- Park utilization limited by shuttle schedule.
- Denies access off Mesa.
- Road closure to public.
- Shuttle logistics/traffic delays.
- Lose pullouts.
- Bad to close off Mesa. This is our Park, not the Broadmoor's.
- Public funds used to maintain a road only available to shuttle buses past the turn-around on Mesa.
- Limit access to Strawberry Fields.

Design (9 mentions=26%)

- Negative neighborhood impact.
- Shuttle lot is too big—should be moved east of the Park boundary.
- More disturbance of natural area.
- Moves group picnic areas to less convenient location to Starsmore.
- Impacts to wildlife.
- What about Cheyenne Inn?
- Find other parking area if put in shuttle—Sears parking lot?
- If shuttle is mandatory, parking is insufficient.
- Moving our mailboxes to an inconvenient location.

Cost (5 mentions=14%)

- Expensive.
- Cost/funding.
- \$
- Most expensive?
- More expensive.

Non-Motorized Access (4 mentions=11%)

- Increase in parking, loss of picnic area, interference with school programs.
- Removing paved "accessible trail" of old road (South Cañon Road.)
- Interferes with Lower Columbine Trail—maybe not bad.
- Loss of picnic areas on Mesa.



Additional Comments Submitted Regarding Elements in the Management Toolbox

General

Maybe use speed bumps to reduce speeds in Cañon and on Gold Camp Road.

Toolbox 2. Improve and optimize parking areas

Yes—great idea.

Toolbox 3. Reduce pullouts that do not connect to trail system

- Yes—great idea.
- Keep some for foul weather.

Toolbox 5. Night closure with gates

- For night closure.
- Yes—great idea.
- ら
- Yes.

Toolbox 7. Pave Gold Camp Road

- Repave with Alternative D [Park Use and Circulation: One-Way]
- Middle ground: Is there something in-between [paving and leaving gravel]: Crushed asphalt? Tar and chip? Gravel treatment to stabilize?
- Close gates at night.
- No drugs, alcohol or speeding
- 3 in favor, 1 neutral.
- Suggest minimum widening.
- We support paving.
- Who is responsible for plowing it?

Toolbox 8. Park Entrance/South Cañon Re-Design

- *-* #1-8.2, #2-8.3, #3-8.1
- 8.1 best option per our group.
- Like 8.3 one best.
- Overnight parking for longer treks??
- What does "Creek realignment" mean?
- Have you taken into consideration the school programs run out of Starsmore in these entrance plans?
- Circle around Option 8.3 with "Yes".
- Night closures great for all [options].
- Best option -> 8.3.
- Is this Cheyenne Mountain Park shuttle or Broadmoor?
- We want night access limited! Gates!
- 8.3 is the best choice.
- We did not have a Management Toolbox response form but we vote for closing the Park at night.



Individual Comments Submitted Via Email after the Workshop

Paving Gold Camp: Road cyclists would certainly be in favor of this. Both Gold Camp and the Cañon are highly valued training and recreational riding roads. Paving it would add a lot of value to the road cyclist community. It opens up many as you likely know, it's also a highly valued commuting section for mountain bikers to transition and connect from trail to trail. Obviously being paved isn't an added value for them but it plays into being a highly traveled section by cyclist.

Canon Entrance Configuration: I don't recall the full details on each of the possible configurations that was presented but I do remember some of the general concepts. Anything that helps creates less crossings for pedestrians and cars the better. Like the configuration where coming from the parking lot doesn't require crossing the main road. The connection up S. Cheyenne Cañon Road to 7 falls is used by cyclists some so it would be nice if that section was closed to cars if it would still be open to pedestrians and cyclist. But if it were to close to cyclists it would be important to make sure that Evans Road to Mesa had improved infrastructure for cyclist.

I apologize for missing the last master plan meeting. I was in New York for a conference. Hopefully, trails got the true focus they deserve. As the representative of the TOPS working committee, I have been trying to keep my focus on how the recommendations in North Cheyenne Canyon Park affect our TOPS properties. I do think we have to keep in mind that when you make changes to one property whether it's connections or use, it can profoundly impact the use on other properties. I think we have witnessed this with the changes at Seven Falls and The Incline. Having done the Forest Health and Management plan in 2004 for North Cheyenne Canon and Stratton Open Space, I have a special interest in the park and its resources. It is a very special and unique City Park.

I have a couple concerns about the new parking lots and road re-routes in South Canon. The South Canon picnic areas in the past were commonly used by our service members and the Hispanic community (under-represented in the planning process). Those groups have moved up the Canon perhaps partly due to shuttles and parking conflicts in South Canon. Some of the options for roads and parking in South Canon seem to cut off this use even more. We should be looking at ways to encourage and invite use of South Canon.

I agree that a shuttle at certain times of the year would be helpful. I would say that very few at the public meeting envisioned themselves as the ones required to take the shuttle. A shuttle also leads to fears about fees and tolls regulating the use of the Canon so how that is funded is key.

A parking lot behind Starsmore (where the group picnic area is located) would probably require removal of a large number of trees. With Tussock Moth losses and an aging canon forest, it should be a goal to keep healthy canopy cover. Putting a parking lot here also breaks up a continuity of forested land. The addition of a parking lot on the side of South Canon Road by Starsmore, I believe would take out the Bastian Juniper (original tree by the Bastian Homestead).

I have copied a few people on this email that I have shared conversations with and have a love and balanced view of Cheyenne Canon. I would be glad to walk and talk with either of you.



Individual Form Completed without Group Discussion and Submitted Via Email

I don't see any place for a response to 8.1. 8.2 and 8.3. That's okay. I don't support any of them. Parks is unwise to waste taxpayer dollars on the master planning of the South Cañon area before all litigation is settled. Only then will it be appropriate to master plan the South Cañon. It is possible that Parks' lack of foresight may result in further legal action.s



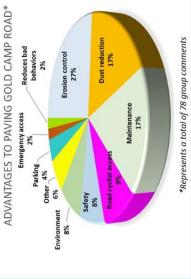


January 25th Community Workshop Group Responses Summary North Cheyenne Cañon Park Master Plan

This document summarizes the group responses submitted by approximately 180 workshop participants working together in 26 groups).

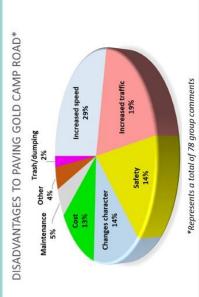


Group Responses to Management Toolbox Options



Pave Gold Camp Road

Toolbox Option #7.



Option #8. Park Entrance/South Cañon Re-Design

Consider re-designing the east Park entrance to: accommodate future shuttle; allow for future private vehicle control portal; and showcase Starsmore Visitor and Nature Center as the Park orientation and interpretation center.

Option 8.1: Improve parking safety at Starsmore Center and add Motorized access (55%) Disadvantages Other (27%) **Design** (18%) Ease of implementation (20%) Non-motorized access (20%) Chamberlain Trail trailhead. - Motorized access (32%) - Night gates (28%) Advantages

 Non-motorized access (12%) Option 8.2: Option 8.1 changes, plus convert South Cañon and Mesa Roads to paved trails and provide for walk-in picnicking. Motorized access (58%) - Cost/Impact (12%) - Design (18%) Non-motorized access (33%) Motorized access (51%) Night gates (11%) Advantages

(over, please)

Non-motorized access (11%) - Motorized access (49%) Option 8.3: Unify Park land by closing South Canon Road; integrate a shuttle stop and provide for walk-in picnicking Disadvantages - Design (26%) Cost (14%) Non-motorized access (30%) - Motorized access (43%) - Night gates (5%) **Design** (15%) Advantages - Other (7%)



Group Responses to Park Use and Circulation Alternatives

Alternative A

Safety Improvements

Degree of Support Rating (10 point

Average: 4.03 scale*)

groups rated it 0 or 1; 7.6% of the Level of extremes: 15.3% of the groups rated it 9 or 10 Median: 3.00

Summary of Reasons

Pluses cited:

Maintains two-way traffic

Easiest change

- No disruption to Gold Camp Road
- Least impact to how Park currently
 - works

- Seems to be easiest change

Minuses cited:

- Impact to Creek, rock formations and vegetation from construction
- Minimal change
- No bike-car conflict changes
- **Encourages speed/enforcement issues**

indicating no support and 10 indicating full *The rating scale was from 0 to 10, with 0 support

Alternative B

Safety Improvements and Cantilevered Trail

Safety Improvements and

Alternative C

Signalized Segments

Degree of Support Rating (10 point

Degree of Support Rating (10 point

Average: 3.50

scale):

Median: 2.0

scale):

Average: 3.40

groups rated it 0 or 1; 12.0% rated Level of extremes: 36.0% of the Median: 3.00

Summary of Reasons

it 9 or 10

Pluses cited:

- Seamless trail connectivity
- Least impact to how the Park currently Safety for pedestrians and bicyclists works
- No additional disruption to Gold Camp - Maintains two-way traffic

Minuses cited:

Road

- Expensive
- High impact on vegetation and Length of time to implement environment
- Can use Columbine Trail for access from Starsmore to Helen Hunt Falls
- Would create issues of trail congestion

Alternative D

One-Way with Multi-Use Lane

Degree of Support Rating (10 point scale):

Average: 4.01

groups rated it 0 or 1; 19.2% of the Level of extremes: 38.4% of the groups rated it 9 or 10 Median: 3.50

Level of extremes: 42.3% rated it a 0

or 1; 7.7% of the groups rated it 9

Summary of Reasons

Pluses cited:

Safest for non-motorized

Two-way travel allows access up and

down the Cañon

Slows traffic

 Low impact most users

Summary of Reasons

Pluses cited:

- Easier to drive
- Less motorized/non-motorized conflict Less impact to Cañon
 - Least expensive

Least impact with most benefits to

Doable right now

Minuses cited:

- Emergency access/services
- with impacts to Skyway neighborhood Increased traffic on Gold Camp Road,
- Two-way traffic for bicycles on multi-use Access impacts to Canyonwood neighborhood
 - lane could be dangerous

Lights could create motorist confusion

- Increased air pollution

Increased noise

Minuses cited:

Increased travel time

- No way to control bicycle traffic in

multi-use lane

and create safety issues

Creates long travel loop for Park visitors



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Appendix D -

Public Workshop 1 February 2018

D2...... Interpretation Program Verbatim Individual Responses Community Workshop #4 held February 1, 2018

D10..... Trail System Verbatim Small Group Responses
Community Workshop #4 held February 1, 2018

D26..... Workshop #4 Participant Maps

D52..... Workshop #4 Response Summary



North Cheyenne Cañon Park Master and Management Plan

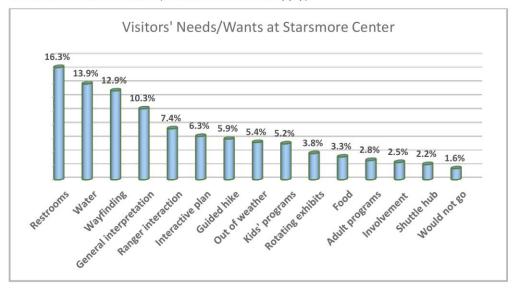


Community Workshop February 1, 2018

Interpretation Program: Individual Verbatim Responses

Workshop participants submitted 170 individual forms which asked about existing and potential uses by visitor and local residents at the two interpretive facilities in the Park and about the interpretive program in general. The charts on pages 1-4 of this document illustrate the percentage of total mentions of each type of use of the visitor facilities. The chart on page 5 illustrates the percentage of mentions for each response category which were submitted on 60 of the individual forms.

1. What do you think <u>your out-of-town visitors</u> would like and/or need from the Starsmore Visitor and Nature Center? (*Please circle all that apply*)

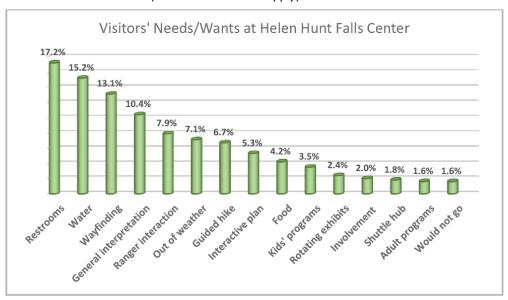


- * Restrooms (16.3%)
- Water (13.9%)
- * Wayfinding information (maps, themed hike routes) (12.9%)
- * General interpretation (10.3%)
- * Interaction with an informed ranger (7.4%)
- * Interactive "how to plan your trip" (timeframe, exertion level, topic) (6.3%)
- * Guided interpretive hike (5.9%)

- * Get out of the weather (5.4%)
- * Kids' programs (5.2%)
- * Rotating interpretive/art exhibits (3.8%)
- * Food (3.3%)
- * Adult programs (2.8%)
- * Opportunities to get involved (2.5%)
- * Shuttle hub (2.2%)
- * I would not take my visitors to this Visitor and Nature Center (1.6%)



2. What do you think <u>your out-of-town visitors</u> would like and/or need from the Helen Hunt Falls Nature Center? (*Please circle all that apply*).

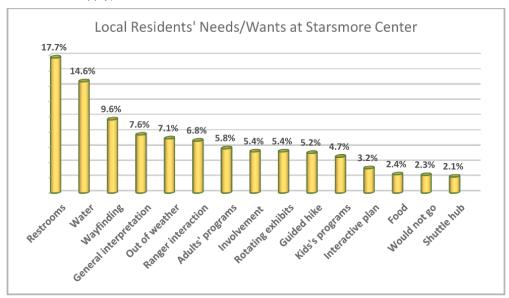


- * Restrooms (17.2%)
- * Water (15.2%)
- * Wayfinding information (maps, themed hike routes) (13.1%)
- * General interpretation (10.4%)
- * Interaction with an informed ranger (7.9%)
- * Get out of the weather (7.1%)
- * Guided interpretive hike (6.7%)
- * Interactive "how to plan your trip" (timeframe, exertion level, topic) (5.3%)

- * Food (4.2%)
- * Kids' programs (3.5%)
- * Rotating interpretive/art exhibits (2.4%)
- * Opportunities to get involved (2.0%)
- * Shuttle hub (1.8%)
- * Adult programs (1.6%)
- * I would not take my visitors to this Visitor and Nature Center (1.6%)



3. What would compel <u>you</u> to go into the Starsmore Visitor and Nature Center? (*Please circle all that apply*).

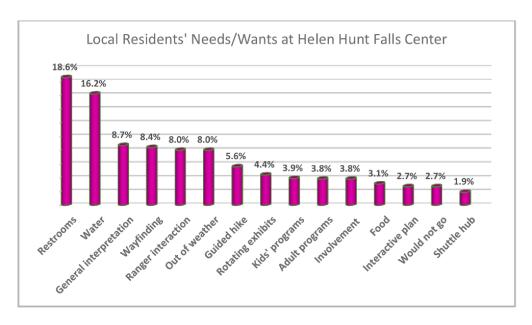


- * Restrooms (17.1%)
- * Water (14.6%)
- * Wayfinding information (maps, themed hike routes) (9.6%)
- * General interpretation (7.6%)
- * Get out of the weather (7.1%)
- * Interaction with an informed ranger (6.8%)
- * Adults' programs (5.8%)
- * Opportunities to get involved (5.4%)

- * Rotating interpretive/art exhibits (5.4%)
- * Guided interpretive hike (5.2%)
- * Kids' programs (4.7%)
- Interactive "how to plan your trip" (timeframe, exertion level, topic) (3.2%)
- * Food (2.4%)
- * I would not go to this Visitor and Nature Center (2.3%)
- * Shuttle hub (2.1%)



4. What would compel you to go into the Helen Hunt Falls Nature Center? (Please circle all that apply).

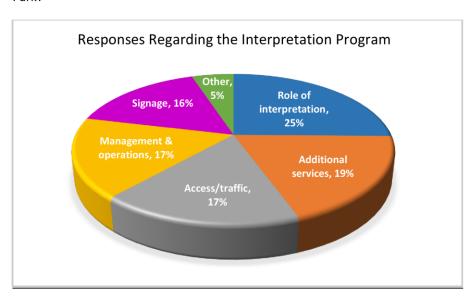


- Restrooms (18.6%)
- Water (16.2%)
- General interpretation (8.7%)
- Wayfinding information (maps, themed hike routes) (8.4%)
- Interaction with an informed ranger (8.0%)
- Get out of the weather (8.0%)
- Guided interpretive hike (5.6%)
- Rotating interpretive/art exhibits (4.4%)

- Kids' programs (3.9%)
- Adult programs (3.8%)
- Opportunities to get involved (3.8%)
- Food (3.1%)
- Interactive "how to plan your trip" (timeframe, exertion level, topic) (2.7%)
- I would not go to this Nature Center (2.7%)
- Shuttle hub (1.9%)



5. Is there anything else you would like to add regarding the interpretive program in the Park?



Role of interpretive program (19 mentions = 25%)

- I don't think I want it personally [the interpretive program], but understand the need and want the funds/donations from visitors.
- Less is more it's not an amusement park.
- Personally, I have no interest in the interpretive centers. I go to the Park for the outdoors only.
- More screens are not what is needed in a natural area.
- Visitor and nature centers are not a way I choose to spend my time in <u>nature</u> and I would not recommend them to my company. Generally, I see this as a method of increasing sales in visitor centers, and not about increasing appreciation/participation in nature.
- Keep it simple. Keep it wilderness and natural.
- Keep it for local visitors first.
- Keep the Cañon about enjoying nature naturally, not artificially.
- Just look with your eyes and that should be good enough.
- Why would we need visitor centres with 'VR' when the Park is right there!
- I've lived here for 18 years. I've been there [a visitor center] once just for something to do after our hike with the kids. The Park is already busy. I don't think we need any social media, electronic programs, etc. The Park's best asset is the Park itself. Everything I heard [in the presentation] was trying to make the natural experience more than it is. VR? Really. Teach our new generation to enjoy nature as is, not some intensified, fake version.
- Nature not technology!
- It should be in keeping with the feel and historic nature of the Park.
- Interpretive requires a small footprint. Staff informed <u>humans</u> on how to enjoy the <u>nature</u> of North Cheyenne Cañon area. Please disregard the fan-dangled bits of a modern tourist center.



- I come to this area for an <u>un</u>interrupted experience in nature, and I bring my visitors for the same reason. It strikes me as inconsistent and hypocritical to try to make the area more appealing to visitors while trying to curtail access by limiting vehicle access. This is a publicly-owned area that the public deserves access to. Stop trying to turn this area into a theme park for monetization.
- There is NO room for needless art exhibits and activities that distract from nature.
- Don't need to bring digital interaction. The whole reason we go to NCC is to escape.
- Please make sure the local residents that use and help maintain are top priority, <u>not</u> the tourists.
- Get the people outside, on the trails.

Additional interpretive services/topics (14 mentions = 19%)

- Movie night at Starsmore.
- Disney Discovery Center with a train.
- Add water bottle refilling stations at each Visitor Center.
- Offer bike routes in addition to hike routes (added on form to wayfinding information.)
- Flora and fauna interpretation would be really interesting.
- Consider different use is favored by different age groups (has kids versus young or retired).
- Hikes that teach different types of plants, edible plants, etc. would be appreciated.
- Rotate at Starsmore: Utes, Helen Hunt incorporate the rocks/water/shade, history. Bring
 in costumes from these times, tools they used, how they survived. Bring in the cougar. All
 senses.
- Please include information about the Capt. Jack's motorized trail maps, historic information, etc. <u>Thanks!</u>
- Peace and quiet (added to the list of offerings at the Starsmore Visitor and Nature Center).
- Highlight 1885 purchase of Park and motives for making this a public park.
- Food, I think, would produce more trash in the Park.
- I would like to see more product sold such as North Cheyenne Cañon t-shirts, stickers, coffee mugs, etc. I miss that! Please reinstate.
- People ask for souvenirs.

Park access/traffic (13 mentions = 17%)

- No shuttle hubs.
- No shuttle hubs!
- No shuttle hubs!
- Regarding TRAFFIC/<u>full parking.</u> Put an electronic sign at the base of the Cañon. From Helen
 Hunt Falls, staff can turn it on to say something like "No more parking up can you consider
 hiking elsewhere?" Thanks.
- Please shut down Gold (assumes this comment refers to Gold Camp Road).
- NO SHUTTLES!
- No shuttles.
- No shuttles into the Cañon.
- No bus, no shuttle, no enlargements, etc.
- Starsmore is not an extensive hike and does not require such infrastructure. Traffic and construction at Helen Hunt would back up the Cañon and again hike is not extensive enough to require many additional resources.



- What is the motivation other than spending time and money on a non-issue? Traffic will
 remain an issue and parking in a canon will always be at a premium.
- Parking that's "sustainable." Safe access to the sites.
- Make the Park open to more biking.

Management/operational issues (13 mentions = 17%)

- Re-naming the Starsmore Center to NCC Visitor Center might actually make it more inviting and intuitive that you can go there. "Starsmore" doesn't tell anything that it's pertaining to NCC.
- Would go into to the Helen Hunt Falls Center if it's open more.
- Need trash cans at picnic tables and trailheads!
- Police presence at night.
- Police presence, especially at night.
- Better publicity; use available social media.
- Water and restrooms depending on environmental impacts.
- Increase interpretive staffing to accommodate increased visitation.
- I feel that if these programs are placed farther than a few hundred yard radius from the parking lot it would be a waste of money.
- There needs to be more full-time workers! More Park guides.
- Relying on minimum wage workers for public safety is not good enough.
- Add garbage disposal [to the list of visitor services at Helen Hunt Falls Nature Center].
- [Add] recycling options.

Signage (12 mentions = 16%)

- More signs along the trails to you know where you are! Sporadic interpretive signage along trails to help visitors interested and help become stewards of the Park (pick up own trash, aware of surroundings, trail etiquette, etc.)
- Signs and displays throughout are great thoughts, but often vandalized, weather badly, cost more to maintain than put in. Additionally, they violate "leave no trace."
- Signage outside the visitor centers should <u>not</u> be spread throughout the Park but should be close to the centers. The ADA-accessible trail would be a good place to have it.
- Better signage to locate water/restrooms.
- Good, consistent trail maps, signs, and maps on signs.
- Only better trail signage.
- Interpretive material unfortunately must be very robust and vandal-resistant!
- More maps of trails are needed everywhere! Starsmore, Cub, posted at parking lots and at trailheads.
- Please make sure that <u>all signs</u> are edited and spell-checked. Pictures need to be appropriate and depict what is being interpreted. ALSO, maps need to be <u>CORRECT</u>. I am shocked at the maps that are oriented incorrectly and have redirected many tourists with the maps and they DON'T get fixed!
- Mobile application similar to Giffin hike near Silver Plume. Trail information as the hike progresses on "bar code" signs.
- Additional interpretive installations along trails.
- No sign pollution.



Other (4 mentions = 5%)

- Explore private-public partnership in developing economic opportunities for business development.
- No Broadmoor (Fraudmore!) influence/take-over!
- Astronomy Club.
- We love our Park!



North Cheyenne Cañon Park

Master and Management Plan



Community Workshop

February 1, 2018

<u>Trail System Maps – Verbatim Small Group Comments</u>

(This document contains all comments submitted on 28 maps by workshop participants working together in groups. Participants were asked to indicate what they particularly like about the proposed Trail System and what concerns they have about the System. They were also asked to include the reason for each concern.

All comments entered by meeting participants have been grouped by topic and recorded, along with the number of the map on which the comment was written. Map numbers were randomly assigned after the meeting with the number written in the title bar on each map.)

General Likes about the Trails Plan

Creativity of thinking.	(map #2)
Arrow drawn with the word "tears" (in the "like" area).	(map #2)
All good things. (Sketch with upraised thumb.)	(map #11)
Great plan!	(map #13)
Everything else looks great.	(map #17)
Love increased connectivity.	(map #20)
Like the trail connectivity.	(map #2)
Hiking-only trails	(map #2)
Like the downhill bike trails.	(map #4)
Connections.	(map #5)
Dedicated usage.	(map #6)
More miles :)	(map #6)
Erosion addressed.	(map #6)
New trails!!!	(map #7)
Good new connections.	(map #7)
Separate downhill biking with all three trails (for all users) at the Chutes Trailhead.	(map #10)
Tourist loop.	(map #10)
Overall, new trails, trail connections, trail improvements and repairs sound wonderful! Just what the Cañon/Stratton need!	(map #10)
Downhill (DH) bike areas. One-way, group-specific trail areas.	(map #11)



Make sure pikers are included in design.	(map #11)
We applaud the effort to expand the hiking experience.	(map #12)
Love the trails for all levels.	(map #13)
Love new off-road options (Corley, in Cañon.)	(map #13)
Great choices for intersection locations creating interesting loop opportunities.	(map #13)
Like the mainted [maintained?] DH trails.	(map #13)
Increased trail mileage.	(map #14)
Sustainable/managed trail system.	(map #14)
All the new trails.	(map #15)
We like the additional mileage and connectivity that this plan provides thus far.	(map #16)
Downhill bike trails good idea.	(map #18)
Downhill bike zone is good for all users.	(map #19)
We like the increase in trails to spread out usage.	(map #20)
Directional use on some trails.	(map #20)
Trail connections.	(map #20)
Specific use trails.	(map #20)
We support the proposed downhill mountain bike trails.	(map #21)
Designated use areas look good.	(map #25)
New trails.	(map #26)
Separating biking and hiking trails as much as possible.	(map #27)
Junction signs stating name of trail.	(map #28)
General Concerns about the Trails Plan	
Why build new trails when the old ones are not properly maintained because of no money?	(map #1)
Maintain vertical/gravity aspects of the Park.	(map #7)
Don't take out trails to add more facilities. (#4 on map indicates the Starsmore area.)	(map #1)
Public input needed on creation of new mountain bike trails.	(map #3)
Improved trail signage with difficulty ratings.	(map #3)
Allow flexibility in actual trail building vs. what is shown on the master plan.	(map #3)
Will need to maintain existing trails and new trails – don't build it if we can't maintain it.	(map #5)
Keep trails fun.	(map #5)
What is the timeline for opening and closing trails?	(map #6)





More downhill trails.	(map #7)
Keep the downhill trails difficult. (Reasons:) Riding a pump track and riding downhill are <u>not</u> the same thing. We have unique opportunities for long and difficult downhill trails that no other communities have. We need to take advantage of this opportunity. (#1 on map indicates the Captain Morgan's Trails. An additional note there is recorded separately in this document.)	(map #7)
Removal of existing difficult trails. (Reasons:) They are being replaced by "sustainable"/difficult trails that are not going to be acceptable to the community.	(map #7)
Heavily geared toward BLUE trails. <i>(Reasons:)</i> We would like to see a better mix that includes <u>more</u> black and double-black trails.	(map #7)
Please look at places such as Grand Junction, Crested Butte, Durango, Moab, Salida-S Mountain and Monarch Crest Systems. How can Colorado Springs get trail systems like these? (* on map and note links this comment to the Captain Morgan's Trails.)	(map #7)
"Difficult" means different to you than it does to the community. Captain Morgan's and Daniels (as is) are "difficult" to users.	(map #7)
Your plan has too many switchbacks.	(map #7)
Cost of building the trails – will they ever be built? How will trails be prioritized for deciding what is built first?	(map #8)
Mt. Muscocoreroute seems like overkill. Friends of NCC just redid the trail. One switchback is a problem, but rest seems okay.	(map #8)
Closure of all trails on the mesa above Starsmore. (Reasons:) There's an opportunity to develop easy trails on the mesathe views are beautiful! Why not?? (#1 on map indicates the interpretative area adjacent to Starsmore.)	(map #10)
Allow user groups to adopt trails the Parks Department can't maintain and wants to close. (#5 on map indicates the Daniels Pass Trail.)	(map #11)
Who will make these new trails? Rocky Mt. Field Institute or who? Will they truly be sustainable and be made by those highly knowledgeable in creating trails?	(map #14)
Put in a connecting trail from Helen Hunt Falls to Gold Camp Road. (#4 on map indicates the Helen Hunt Falls area.)	(map #15)
We want <u>more</u> trails proposed <u>now</u> on <u>this</u> master plan. We have noted one on our map that could be a more technical mountain bike trail that parallels Gold Camp on the downhill side. <i>(Reasons:)</i> Get it on the master plan now and it spreads user groups out for fewer conflicts.	(map #16)
Blue and black trails should reflect the user groups' needs as well as incorporation the terrain (while still maintaining sustainability.) (Reasons:) Trails need to be meet a variety of needs (e.g. mountain bikers want single track w/ obstacles.)	(map #16)
How long is this master plan in place? Are there enough trails on it? (<i>Reasons:</i>) Our population has and is growing like mad. Will this meet the number of user groups for the future?	(map #16)



We don't have enough collaboration with the National Forest. (Reasons:) We could have more trails and more connections. See #4 on our map. (#4 on the map shows a connection between Captain Jack's Trail junction with High Drive and Gold Camp Road at the top of Tunnel #1.)	(map #16)
Decommissioning too many expert level trails.	(map #18)
Downhill-only trails need to be built by expert trail builders with downhill experience. (#3 on map indicates trails in Captain Morgan's area.)	(map #19)
We need to have a dedicated (bike) climbing trail with downhill (one-way) trails stemming off of it. High Drive would make a wonderful climbing trail with no additional cost. (#5 on map indicates High Drive in the National Forest.)	(map #19)
Trail access to Hully Gully. (Reasons:) No safe travel to ice climbing.	(map #20)
It looks like this plan favors the construction of many new miles of moderate trail which might create increased human demand or parking/traffic, forcing the reconsideration of the traffic flow issue. More trails also fragment wildlife habitat. A better solution might be better existing trail maintenance or adding fewer miles of difficult trail. (#1 on this map indicates the areas of the Corley Road Bypass trail and the West Parcel.)	(map #25)
Long-term sustainability and management of trails. (Reasons:) With the increased traffic, who is maintaining these areas? Where are the funds coming from?	(map #25)
Very few expert trails for mountain bikers on this map. Colorado Springs has a very large contingent of expert mountain bikers, but only a few legal expert trails.	(map #27)
Downhill-only [trail]? Not workable. Enforcement?	(map #28)



Comments about Trails in Captain Jack's and Captain Morgan's Area

7 11 Cu	
Love the one-way/downhill bike at Captain Jack's and Morgan.	(map #9)
Downhill area much needed and overdue. Thank you. (#3 on map indicates the Captain Morgan's Trails.)	(map #9)
We like making Captain Morgan's and the Chutes one way downhill traffic for mountain biking and keeping the existing hiker-only trail and multi-use Ladder.	(map #16)
Morgan'sconvert to sustainablegood for erosion reduction.	(map #22)
Let "tourists" know Captain Jack's is not a good hiking trail.	(map #5)
Moto use. (#4s on map indicate the Captain Jack's parking lot area and an area west near the USFS property line.)	(map #6)
Keep the existing trail. Keep it steep and rocky. (Circle on map indicates the Captain Morgan's Trails.)	(map #7)
One-way. (Arrows drawn on map indicate the downhill trails in the Captain Morgan's area and on the Chutes.)	(map #9)
Captain Morgan's. (Reasons:) Thanks for being open to downhill trails. Please keep them steep! Steep trails are fun and can be sustainable! (#2 on map indicates the Captain Morgan's Trail.)	(map #11)
The reroute of Captain Morgan's looks much easier than the existing trail. I propose keeping the trail and we will form a community to maintain the steeper trails.	(map #27)
Keep existing trail. Reroute doesn't look as steep and challenging. (Map indicates Captain Morgan's area.)	(map #27)
Route Chamberlain Trail across Mesa by entrance.	(map #4)
Obvious connection for Chamberlain to South Easement is through "interpretive area!" (Reasons:) Grade, access, views. (#2 line indicates a trail alignment along the west edge of the interpretive area and continuing south through the Strawberry Hill area.)	(map #23)
Chamberlain Trail should go across "Interpretive Area" and across top of meadow in Strawberry (outside of Broadmoor 8.5 acres.)	(map #27)
Comments about Trails in Chutes Area	
Three-way "chutes" is a good idea.	(map #1)
Like one-way downhill bike on Chutes and Captain Morgan's.	(map #8)
Logical trail junction/access will make things better for everyone. Consider a zigzag fence for the hikers-only trail to limit bike access. (#4 on map indicates the upper Chutes Trailhead.) (Sketch of zigzag fence on map.)	(map #9)



The uphill-downhill bike and hiking separation on the Chutes – much safer.	(map #22)
Strongly support Chutes downhill-only.	(map #27)
In favor of 3-way trail, need proper signage! (#2 on map indicates the Chutes area trails.)	(map #1)
Separating bikes good <u>but</u> how to allow pedestrians to reservoirs? (#1 on map indicates the Chutes Trail between the two reservoirs.)	(map #4)
Proper signing. (#3 on map indicates the upper Chutes Trailhead area.)	(map #6)
Additional downhill bike option to Chamberlain Trailhead. (Reasons:) Bikers park here to avoid Stratton lot/traffic. They climb Chamberlain. Wild be nice for a DH bike trail back to lot. (#3 on map indicates a line between South Suburban Reservoir and the current Chamberlain Trail Trailhead.)	(map #11)
If Chutes is made one way, many cyclists will miss being able to climb it.	(map #13)
Uphill/pedestrian access from trailhead to Chutes/Chamberlain Trail junction. (#1 and an arrow drawn on map indicates connection between Ridge Road parking lot and the Chutes Trail between the reservoirs.)	(map #14)
There is no connection from (lower) Gold Camp to the Ladders on the plan; we noted as #2 on our map. (Reasons:) Helps reduce congestion on top of Chutes. (#2 on map indicates connection between ladders and Gold Camp Road in Stratton Forest Open Space.)	(map #16)
Maintain hiker access to Lower Chamberlain from the east. (From La Veta and South Suburban Reservoir. (Reasons:) Very popular access from this side. (#1 on map indicates a line between the north edge of South Suburban Reservoir and the Chutes between the two reservoirs.)	(map #23)
The Chutes -> keep open to all traffic. (<i>Reasons:</i>) Affects neighbors' property. Pedestrians will use anyway, bikers will also go both ways. Make signage for warning instead.	(map #24)
Chutes open to hikers.	(map #28)
Comments about Trails in Columbine Area	
Connection from Columbine to Cutler.	(map #10)
Bruin Inn to gravel pit gets pedestrians off road.	(map #24)
Want connector from Upper Columbine to Helen Hunt.	(map #8)
Mid Columbine mountain biking is dangerous for hikers: add warning signs for everyone's benefit. (#3 on map indicates the Mid-Columbine trail.)	(map #1)
Upper Columbine Trailhead: Don't close the trailhead and trail unless trail to Helen Hunt Falls and to the Gold Camp lot exist and are easy to find. (#3 on map indicates the Upper Columbine area.)	(map #8)
Columbine spur closure. (Reasons:) Affects existing permits for races and other events.	(map #24)



Comments about Trails in Corley Mountain Road Bypass Area

Corley Road Bypass.	(map #7)
Like trail parallel to Gold Camp Road – yes to Corley Road Bypass.	(map #8)
This bypass is a great idea. (#5 on map indicates the Corley Road Bypass Trail.)	(map #9)
Trail alternative to Gold Camp Road.	(map #10)
A parallel trail to Gold Camp (e.g. Corley) is a good idea. See #1 below, too. (#1 on map is a line indicating a connection between the top of the Chutes and the Spring Creek Trail roughly parallel to Gold Camp Road.)	(map #16)
"Love" separation of bikes and cars on Gold Camp Road with the new bike trail adjacent to Gold Camp. Safety on a bike on Gold Camp is a major concern with the quantity of traffic and the questionable activity with no police patrol.	(map #17)
Great to add more trail mileage with Corley Road Bypass Trail.	(map #18)
Corley Road bypass is good to give hikers more trail.	(map #19)
We support the idea of a trail along Gold Camp Road to reduce foot and bike traffic on Gold Camp.	(map #21)
The Corley Road Bypass Trailincreases safety and pleasure for cyclists.	(map #22)
Trail above Gold Camp	(map #23)
Support Corley Road and other trails that parallel Gold Camp Road to remove hikers off the road.	(map #27)
Corley Road Bypass Trailseparate car traffic and pedestrian and bike traffic	(map #28)
Comments about Trails in the Creekside Area	
Creekside Trail: 2 [in group] in favor, 3 indifferent, 1 opposed.	(map #1)
Creekside Trail along N. Cheyenne Creek as an option.	(map #10)
Like the new trail along the Creek, Mt. Muscoco and loop trail by Helen Hunt Falls.	(map #11)
Creekside Trailyes, please!	(map #15)
We like the idea of a multi-use trail along the Creek.	(map #21)
Erosion alongside Creek; added maintenance. (#1 on map indicates the area of the Creekside Trail.)	(map #1)



structure; cost; erosion acceleration; parking. (#1 on map indicates the Lower Columbine area.)	(map #2)
Special build trails along Creek: Please avoid impact to Cañon. (#6 on map indicates the Creekside Trail area.)	(map #8)
What is "alternative construction?" How will it affect the landscape?	(map #13)
Worried about environmental impact with the Creekside Trail (but we like the Creekside Trail!)	(map #15)
Is the Creekside Trail worth the risk of potentially destroying the Creek itself? (#3 on map indicates North Cheyenne Creek between the Mt. Cutler Trailhead and Helen Hunt Falls.)	(map #23)
Parallel Trail. (Reasons:) Cost, will road close, environmental issues with Creek. (The #2 on the map indicates the area along North Cheyenne Creek for this comment.)	(map #24)
Comments about Trails in the Mt. Cutler Area	
Consider an access trail to Mt. Cutler from mouth of the Cañon. Quick access to views, but keeps cars out of Cañon. Steps or logs/timbers in steep areas. (#2 on map indicates the summit east of Mt Cutler.)	(map #9)
Closing scree field on Mt. Cutlergood! Like the potential extension to east of Mt. Cutler. Good to remove trails in Starsmore interpretive area.	(map #11)
Scree containment on Cutler and Muscoco trails.	(map #15)
Hiking trail from Park entry up to Mt. Cutler is great for visitors to experience Park with minimal car impact.	(map #19)
Mt. Cutler overlook: Please make a sustainable route to the east overlook. (#5 on map indicates the summit east of Mt Cutler.)	(map #8)
Comments about Trails in the Daniels Pass Area	
West parcel trails will be used.	(map #1)
Daniels Pass Trail.	(map #1)
(Smiley Face drawn inside the Upper Twilight Trail Loop.)	(map #1)
Upper Twilight Trail.	(map #7)
Daniels Pass/Columbine connection.	(map #10)
New trails in West Parcel.	(map #10)
Upper Twilight could be good multi-use.	(map #11)
Like the looks of the Twilight Loop.	(map #13)
Daniels trailheads top and bottom.	(map #28)





Keep existing route. One of only the few challenging trails for expert mountain bikers. Expert mountain bikers want/need steep trails for a challenge. Existing trail is really fun. (Map indicates the Daniels Pass area.)	(map #27)
Avoid reroute of Daniels Pass. Keep Daniels Pass as is. Need more expert level mountain bike trails. (#4 on map indicates the Daniels Pass Trail.)	(map #3)
Keep existing trail and make hiking-only version in addition to the existing trail.	(map #7)
Keep the existing trail (Map indicates current trail alignment between Gold Camp Road and the top of Daniels Pass.)	(map #7)
X = No. ("X"s drawn on switchbacks to indicate trail should be straight/without switchbacks or climbing turns.)	(map #7)
Make this a black or double-black downhill trail. See comment #1. (#1. Keep downhill trails difficult)	(map #7)
Daniels Pass Trail. (Reasons:) Awesome bike trail. Not that many challenging trails in the Cañon. Keep it! No multi-group issuesbiker groups will maintain it. Medicine Wheel workdays. (#1 on map indicates the Daniels Pass Trail.)	(map #11)
Terrain is very steep up to Daniels Pass. Trail would be very expensive to build and maintain. Not much parking at bottom of trail. (#1 on map indicates the Daniels Pass Trail.)	(map #12)
Don't change West Parcel! Enjoyable and remote excellent as is for locals to enjoy. More sustainable than Columbine Trail. (#1 on map indicates the West Parcel area.)	(map #18)
Don't change Daniels Pass Trail! @1 and @2 are both more sustainable than the Barr Trail!! (#1 on map is a line indicating the connection between Gold Camp Road and the top of Daniels Pass. #2 on map is a circle indicating the Daniels Pass Trail area.)	(map #18)
Make hiker-only trail from Mt. Muscoco trail from Mt. Muscoco and keep Daniels Pass exactly as it is. (#5 on map indicates a trail between the Mt. Muscoco area and North Cheyenne Cañon Road.)	(map #18)
Don't change Daniels Pass!!! (Reasons:) Hikers get all of Mt. Cutler and Muscoco. Daniels is a fantastic bike trail remote and away from other users. It's the only place away from the hordes. (#1 on map indicates Daniels Pass trail.)	(map #19)
Don't change West Parcel. This trail is maintainable. It's too remote for hikers but perfect for local cyclists to enjoy exactly as it is. (#2 on map indicates the connection between Gold Camp Road and Daniels Pass.)	(map #19)
Closing the trails at Daniels Pass. (Reasons:) Users who can get further out need a trail experience. We feel the sustainability issue is similar to other trails remaining open.	(map #21)
Adamantly against closing or rerouting Daniels Pass. Proposed trail is blue. Existing trail is one of only a few expert trails. Currently few people know of the trail so mountain bikers don't have to worry about conflict. Keep Daniels Pass an expert trail.	(map #27)



Add hiker-only trail. Keep hikers separate from mountain bikers on lower Daniels. (Map shows a line extending from Mt. Muscoco trails down to Daniels Pass Trailhead area.)	(map #27)
If Daniels Pass and Captain Morgan's are going to be rerouted, we must consult with local MTB groups to approve trail features and alignment. Jones Park reroute disaster. (#4s on map indicate the Captain Morgan's and Daniels Pass area.)	(map #28)
Good signage here. (Arrow on map indicates the Daniels Pass Trail at junction with Gold Camp Road.)	(map #28)
Comments about Trails in the Helen Hunt Falls Area	
Buffalo Canyon Trail.	(map #1)
Trail from Powell to Helen Hunt Falls.	(map #15)
Silver Cascade to Buffalo eases traffic (foot.)	(map #24)
Helen Hunt Falls to Bruin Inn keeps pedestrians off road.	(map #24)
Columbine to Helen Hunt connection is a great addition as are loops by Helen Hunt Falls.	(map #25)
Silver Cascade Trail is currently in a dangerous condition with broken, insecure fences on the upper half and a location at the top where people can easily fall off the trail into the Creek. A retaining wall should be built there. (#5 on map indicates the Silver Cascade Falls hiking areas.)	(map #1)
Also, the social trails between the top of Silver Cascade Trail and Gold Camp Road are not being addressed. Lots of erosion there. (#5 on map indicates the Silver Cascade Falls hiking areas.)	(map #1)
Stepping stones to get across the waterfall to the next trail is a <u>safety concern</u> . Previous life-threatening incidents have occurred. (#2 on the map indicates the Helen Hunt Falls area.)	(map #26)
Comments about the Pump Track	
Tot pump track and measured trails.	(map #10)
Like the tot pump track.	(map #15)
We also support the proposed tot pump track and new trails at Cresta.	(map #21)
Support pump track: expand larger, like Valmont Bike Park in Boulder.	(map #27)
Would like see a full-size pump track.	(map #4)



Comments about Bridges in the Park

Love the suspension bridgesA and B (A and B on map indicate the suspension bridge sites.)	(map #9)
(Bridges) Great opportunity! Great photo op! (Reference to A and B on map indicate the suspension bridge sites.)	(map #9)
New Zealand-style suspension bridges.	(map #10)
Bridge construction of any kind. (Reasons:) Too expensive. Environmental damage.	(map #22)
Suspension bridges. (Reasons:) Cost, close road, time to build, install flashing signs instead.	(map #24)
We do not feel that sky bridges serve the sustainability/nature goals of this plan. Bridges are expensive, look like an amusement attraction, and create safety (people may jump off) problems.	(map #25)
General Concerns About the Park	
Define "non-motorized" term: Hikers, mountain bikes, horses?	(map #1)
Is this plan for local people or visitors?	(map #2)
Feel this whole plan is over-the-top. Unrealistic. <i>(Reasons:)</i> Maintain what is there. Or simply make what is there better.	(map #2)
Too many people brought into the Park. (Reasons:) NCCP is a small Park, it can sustain only so many feet on the ground and that point has already been passed. Fear our peaceful, gem of a Park is jeopardized. (#2 on map indicates the Powell Lot.)	(map #2)
Just a comment—if utilities for Helen Hunt restrooms is an issue, would it be cheaper to truck in water and have very high efficiency toilets aka Summit House?	(map #8)
This plan does not have the benefit of engineering; therefore we are concerned about survivability if flooding occurs.	(map #12)
Attracting more out-of-town visitors to this area. (Reasons:) The parks are currently over-crowded. Would rather see plans on meeting the current needs rather than attracting more without proper infrastructure to manage.	(map #21)
Will any parking areas or road reroutes require Creek reroute? (Reasons:) Don't want environmental damage associated with this.	(map #22)
The addition of utilities up to Helen Hunt falls will create huge environmental impacts on the area.	(map #22)
Rerouting a natural creek to accommodate shuttles is an environmental catastrophe.	(map #22)
Resident access to homes.	(map #26)
Construction's impact and increased tourism's impact on wildlife and environment.	(map #26)



Restrooms/porta-lets at trailheads seems unnecessary. (Reasons:) Increased littering and smell issues. Possibly not frequent enough waste disposal.	(map #26)
All paving is too expensive and changes the character and aesthetic and construction/paving process would be time-consuming and would limit access to trailheads.	(map #26)
Where is the parking going to be near the Starsmore area? How will nearby residents get to their homes? This should not be a big tourist destination. This is a community. (#5 on the map indicates the Starsmore entrance area.)	(map #26)
More trash cans and toilets! Cans at trailheads. Open toilets with paper.	(map #28)
Prefer dog-friendly where possible.	(map #28)
Recommendation: Interactive rangers on trails to enforce law and help users.	(map #28)
Cost. (Reasons) Where is the \$\$ coming from? What happened to the last master plan. Where is the revenue?	(map #2)
We are hugely concerned about initial cost and upkeep costs. We feel that by the time this is funded and achieved, the master plan will be out of date.	(map #12)
Increased traffic will increase costs to untenable levels.	(map #12)
Concerns about Traffic and Circulation	
Center line on road.	(map #2)
Recommend <u>two-way</u> traffic with <u>no gates</u> . Instead, consider <u>fencing</u> and <u>gating</u> the parking lots at Helen Hunt and Upper Helen Hunt to minimize partying at night but allow through traffic.	(map #9)
Striping the road for pedestrian access. (Reasons:) The road into Cheyenne Cañon needs striping. Drivers drive in the middle of the lane on turns. It's very unsafe. (#3 on map indicates areas east of park.)	(map #10)
Gate-limited access: (Reasons:) Nighttime user access to trails and climbing should not be limited. Where would the proposed gates be located? Who would operate/enforce gate closures?	(map #14)
Vehicle access/parking/pull offs. (Reasons:) Maintaining pullout parking to avoid traffic stopping on the road.	(map #14)
Increase traffic with excitement for new trails. (If you build it, they will come.)	(map #15)
No Broadmoor shuttle only! No gate on Mesa for the public!!	(map #21)
Shuttles on South Cañon Road. Do not limit road to Broadmoor shuttles on Mesa Ave. It must remain open to public access for dogs, climbers.	(map #22)
Increased travel time.	(map #26)



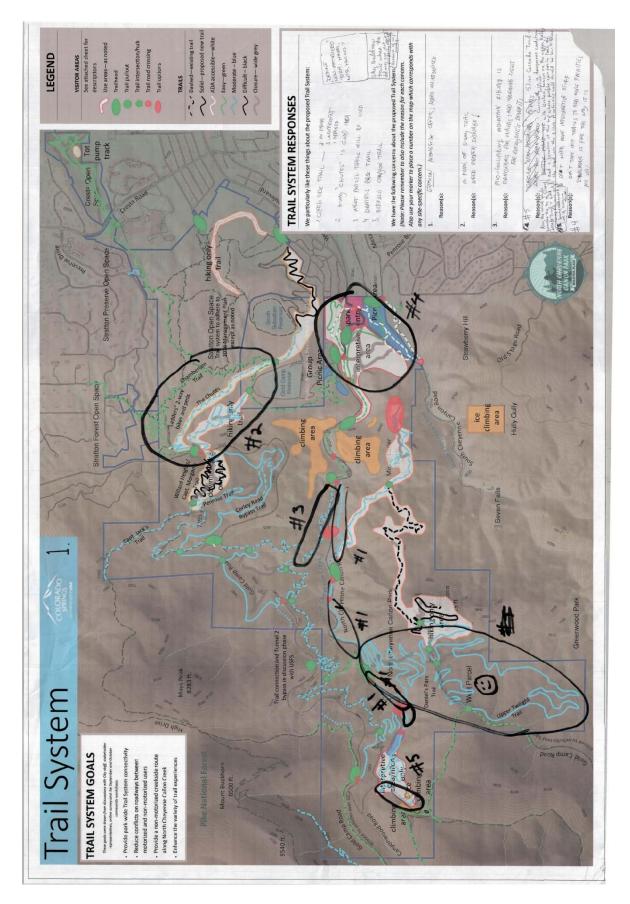
Concerns about Parking

•	
Gravel-pit parking needs to be lined and paved.	(map #2)
More trails = more traffic. Have adequate parking at the trailheads.	(map #5)
Fix "the hub." More emphasis/plan for Powell parking because it is such a popular starting point for USFS access + Gold Camp. (#5 on map indicates the Powell Lot.)	(map #5)
No parking near climbing areas. (#2 on map indicates North Cheyenne Cañon Road between the climbing areas.)	(map #6)
No parking here. (X drawn across Daniels Pass Trailhead.)	(map #7)
More parking at Gold Camp 4-way lot. As much as possible. It's always full. More overflow parking options near that lot. (#8 on map indicates the Powell Lot.)	(map #8)
Seven Falls connection is a problem. Explicit connection to Seven Falls will encourage people to park in NCC parking to go to Seven Falls. (#7 on map indicates the South Canyon area.)	(map #8)
Get rid of the parking at the Upper Columbine if you remove the trailhead. People backing out of the parking area create traffic jams at the hairpin curve. (#3 on map indicates the Helen Hunt Falls area.)	(map #15)
See climbers' access marked as #3 on our map. (map 16)	(map #16)
Don't make parking lot at bottom [of] Daniels Pass. Road is skinny and cars stopping will be more dangerous. Maximize Starsmore and Helen Hunt Falls parking. (#3 on map indicates the Daniels Pass Trailhead.)	(map #18)
Make parking paved, safe, secure as a major/main trailhead with concessions and an In-and-Out Burger! (#4 on map indicates the Powell lot.)	(map #19)
Parking space Chutes Trailhead. More specific trail access.	(map #20)
Will there be parking for the Cresta Open Space on Cresta? (Reasons:) Safety. (A note on map indicates the SW corner of Cresta Open Space). Where will parking be?	(map #22)
Remove all pullouts along Mesa Avenue and Evans Street. (Reasons:) Limits access to hiking trails and the Creek.	(map #26)
Comments on Interpretation	
Focus visitor hikers to Park entry and interpretive area. Good parking lots of options for view.	(map #18)
Encourage visitors to centralize at the Park entry and Helen Hunt Falls.	(map #19)
Don't need more interpretive stuff. (#4 on map indicates the Starsmore area.)	(map #1)
Starsmore is fine the way it is. (#4 on map indicates the Starsmore area.)	(map #1)
No VR! [virtual reality] (#4 on map indicates the Starsmore area.)	(map #1)
The staff partners with the public school to bring 4,000 local school children into the Park for educational/interpretive programsI don't think you are giving that enough consideration.	(map #2)

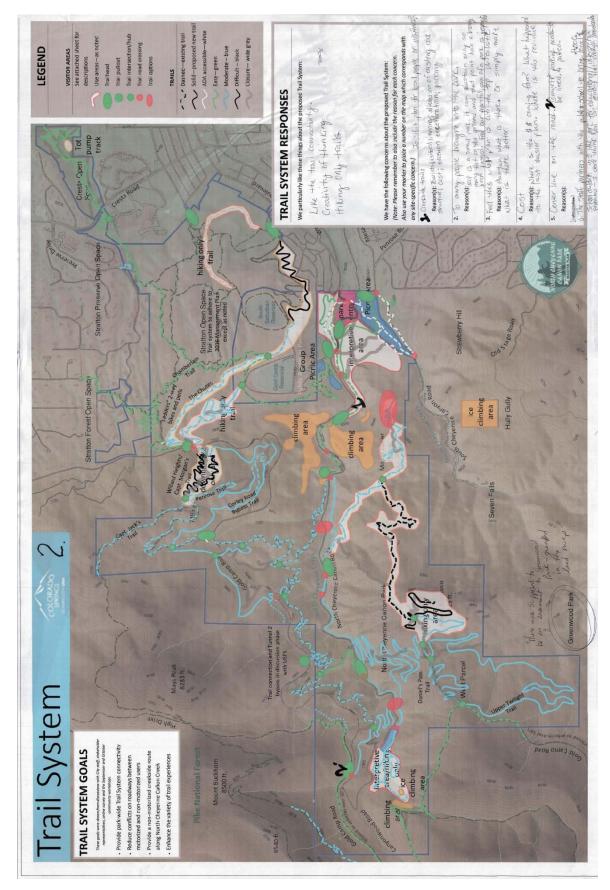


The additional interpretive area. (Reasons:) Get the kids outside more! Focus should be on the trails. Money could be better utilized in other areas!	(map #21)
Comments about Picnic Areas	
Picnic area. (Reasons:) Ensure plentiful trash cans and regular grounds maintenance. (#4 on map is in the Strawberry Hill parcel.)	(map #11)
Don't like reduced access Starsmore picnicmust keep road openavailable!	(map #20)
More picnic areas. Areas along Cañon trail (proposed.) (* on map indicates an area west of the Mt. Cutler trailhead along North Cheyenne Creek.)	(map #20)
Comments about Areas Outside of Planning Boundaries	
Thank you, thank you for working on pedestrian access to the Cañon and pedestrian safety! This is a huge issue! Extending the bike lane is a great start, but we need trails to the trailheads if not sidewalks.	(map #10)
Pedestrian/bike access to trailheads/parks/crosswalks. (Reasons:) We need the extended bike lane on Cheyenne Boulevard ASAP, but we also need sidewalks and crosswalks for the heavy pedestrian usage. At a bare minimum, we need designated paths that lead to trailheads from neighborhoods. (#2 indicates areas east of Park and the La Veta Trailhead.)	(map #10)
(Noted on map) We want our access back. (Indicated in the place where the Chamberlain Trail currently ends on the north.)	(map #16)
Recommend slotted speed bumps on paved Gold Camp Road north of unpaved segment to Hydra. (Sketch of slotted speed bumps on map.)	(map #9)
Greenwood Park access: Land swap was supposed to include public access to Greenwood Park and Settlement. How does that work? (#4 indicates the Greenwood Park area.)	(map #8)
What about access to Greenwood Park as promised by the Broadmoor in the land exchange?	(map #23)
Motos not sustainable. (#5 indicates the summit of Mays Peak.)	(map #6)
Captain Jack's is dependent on USFS to keep open. Are you in negotiations with them as you are with tunnel 2 bypass trail? (#2 indicates Captain Jack's Trail at the USFS boundary.)	(map #12)
Also, the High School cross country team would like to allow motos on High Drive.	(map #13)
Also need an OHV route from bottom of Jack's to big lot at 4-way.	(map #13)

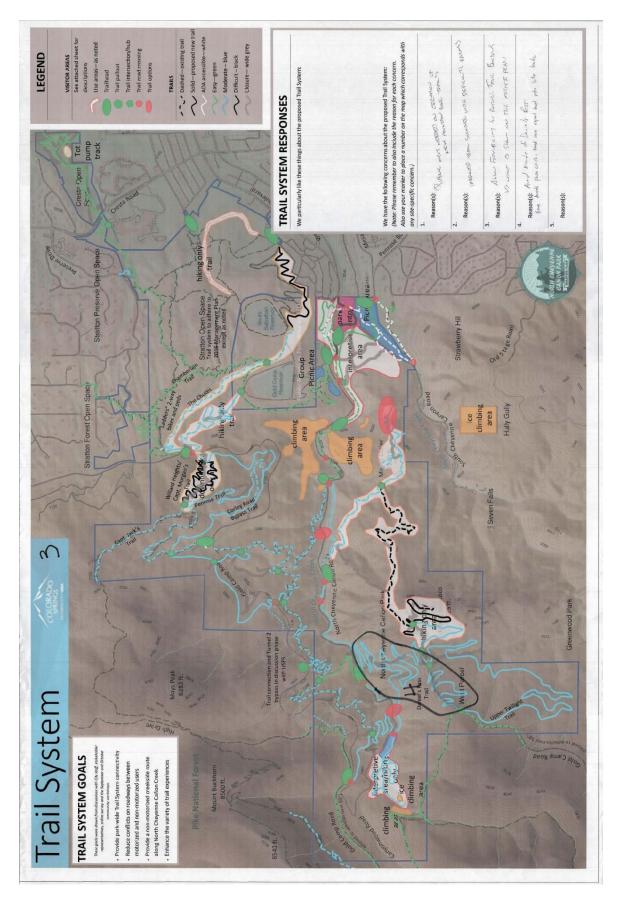




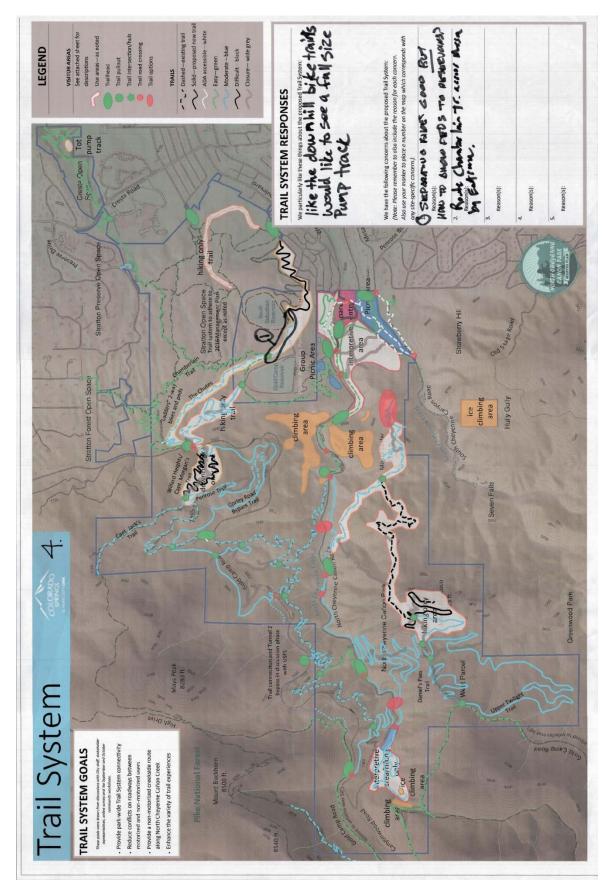




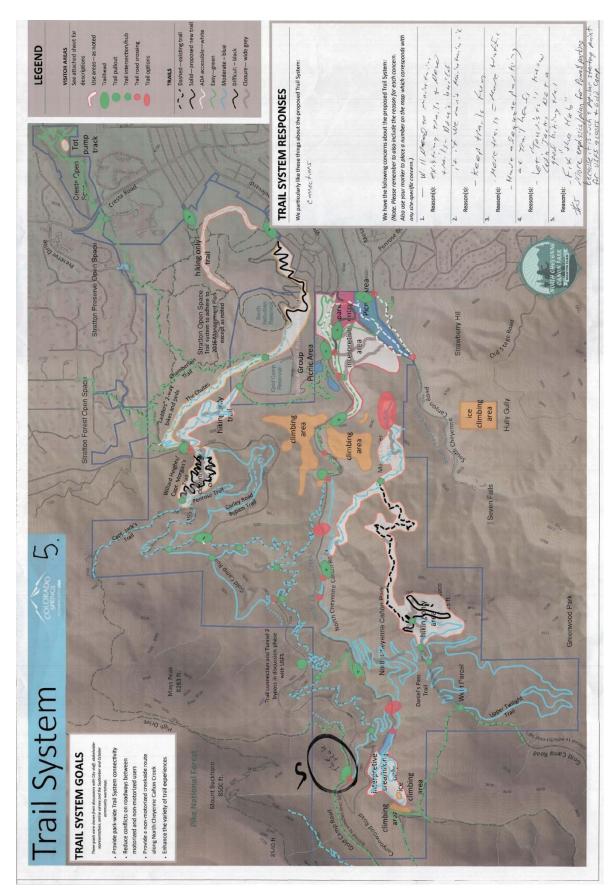




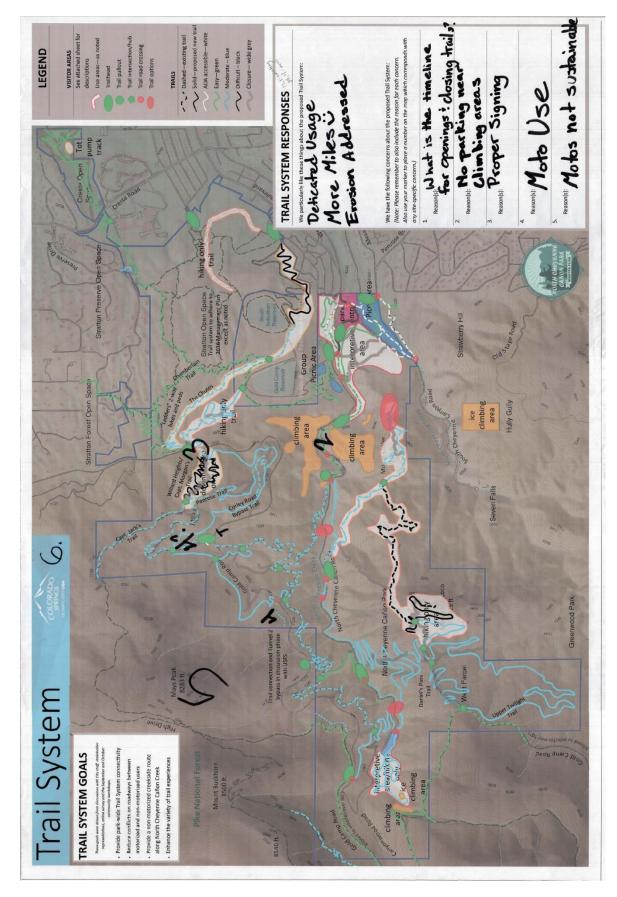




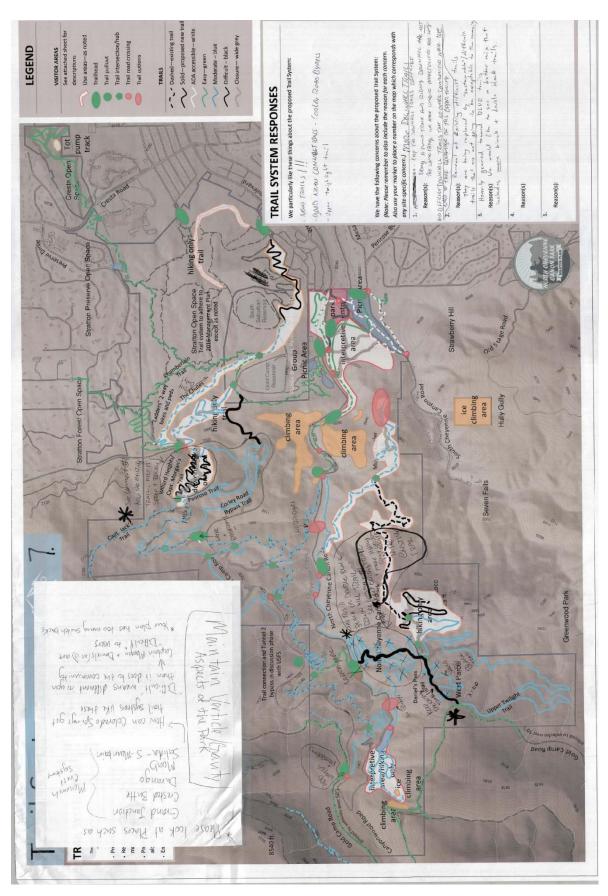




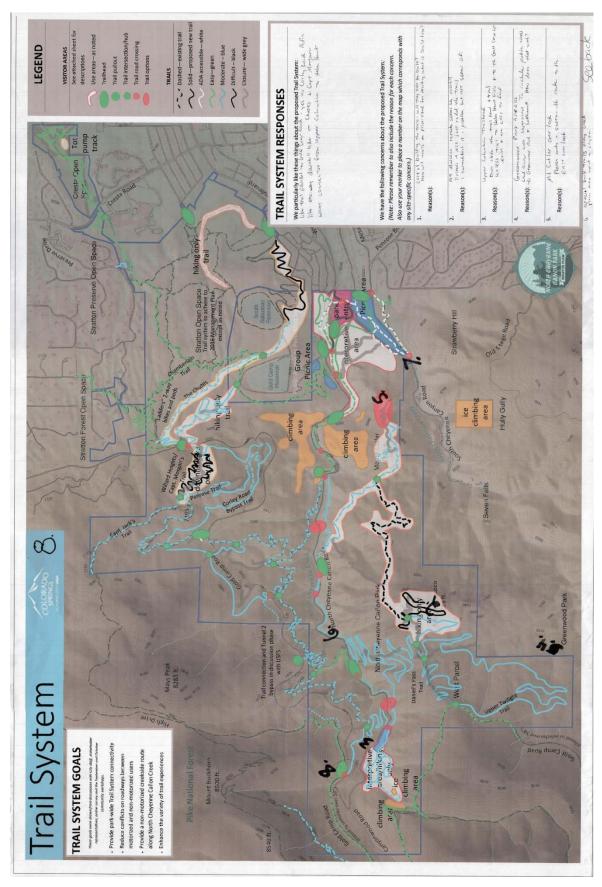




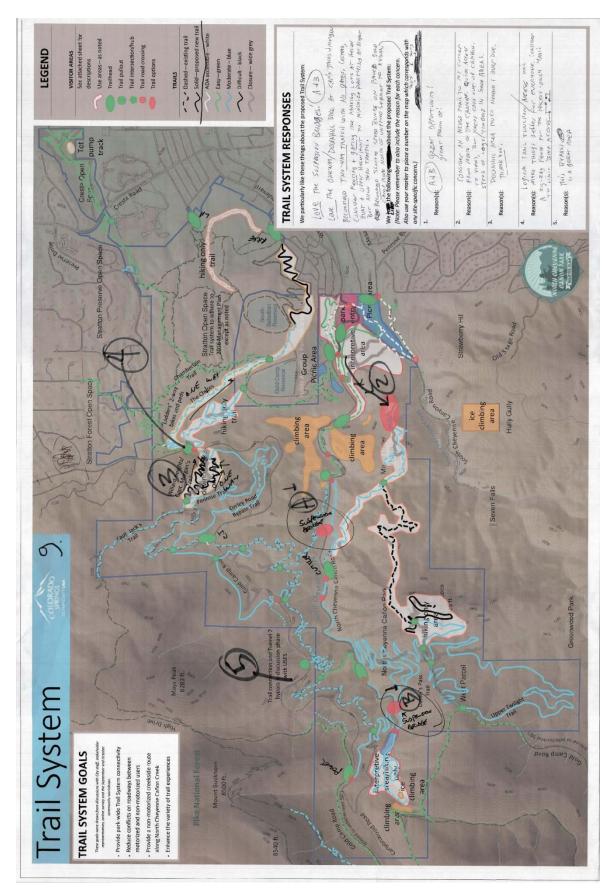




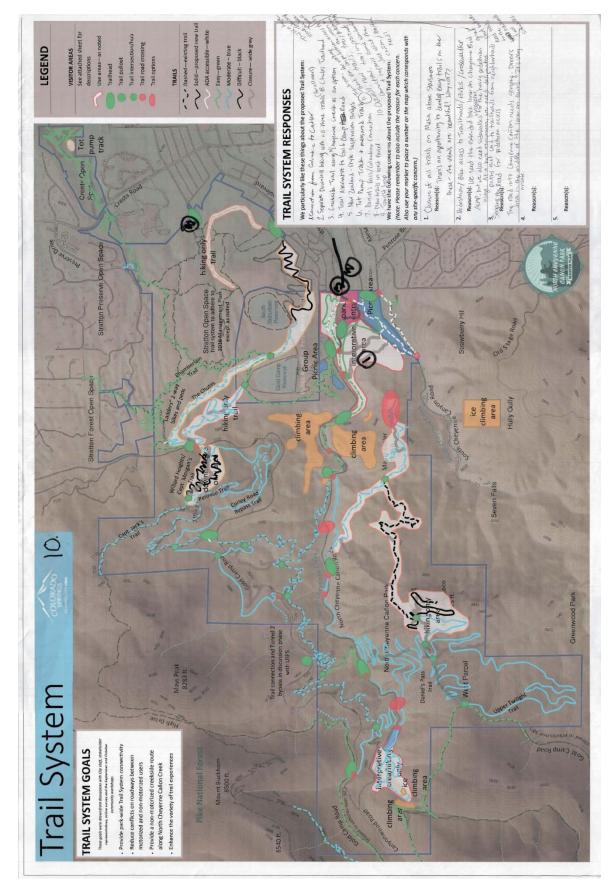




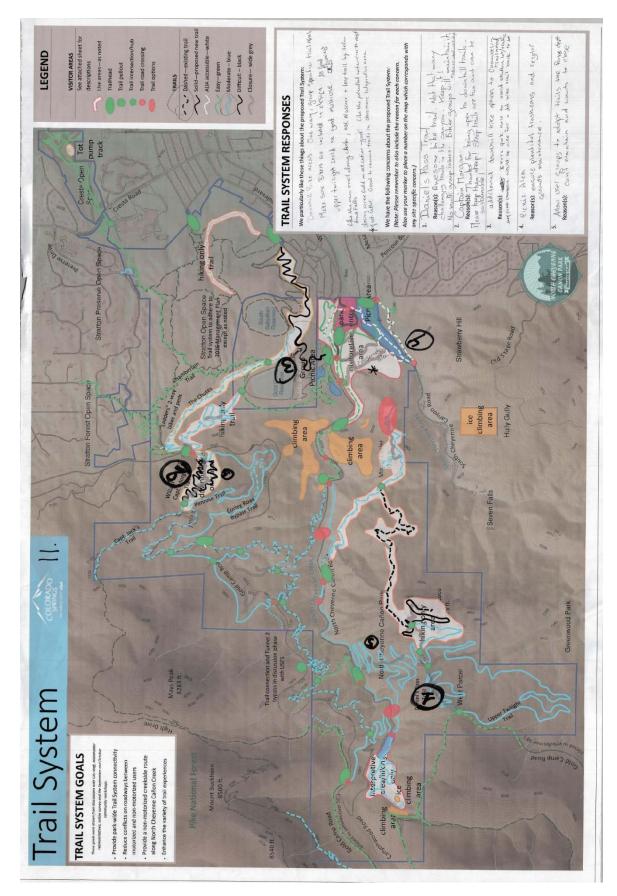




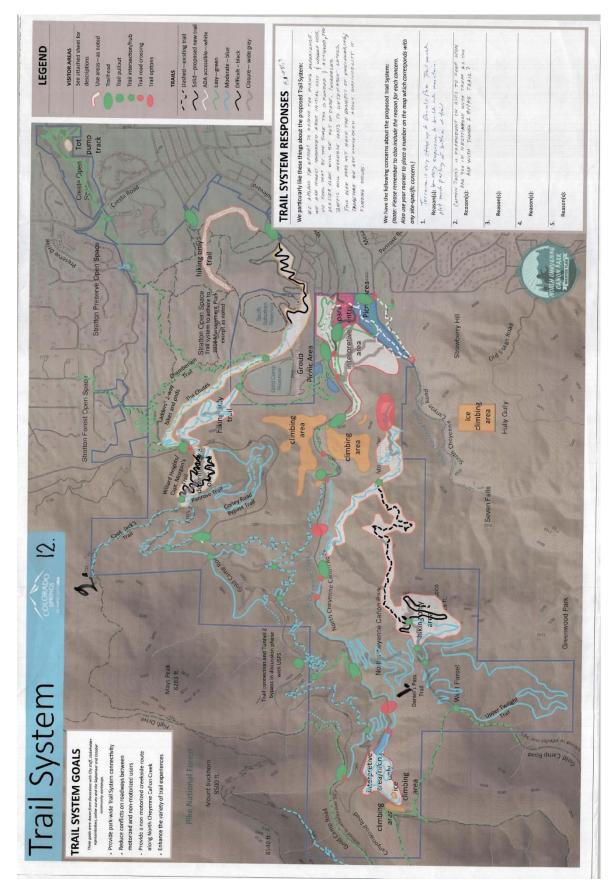




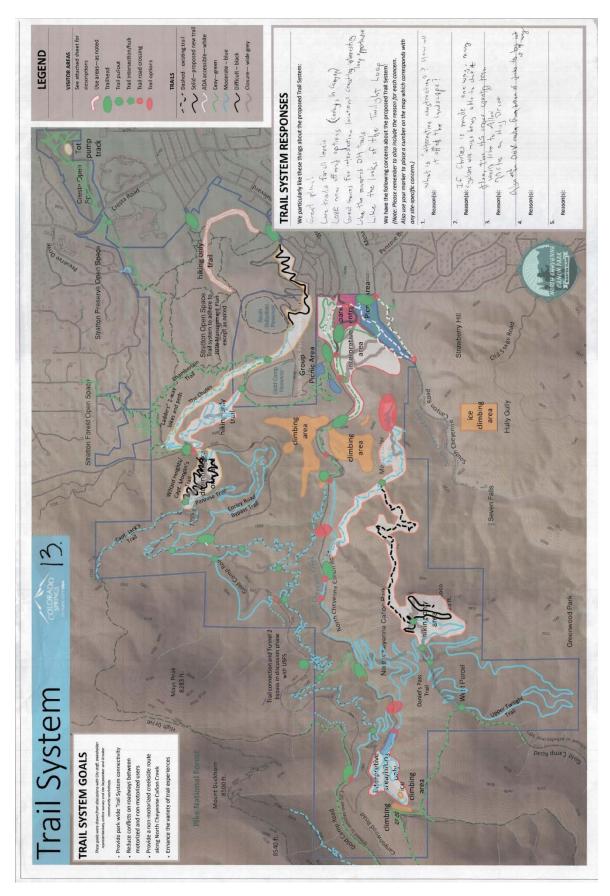




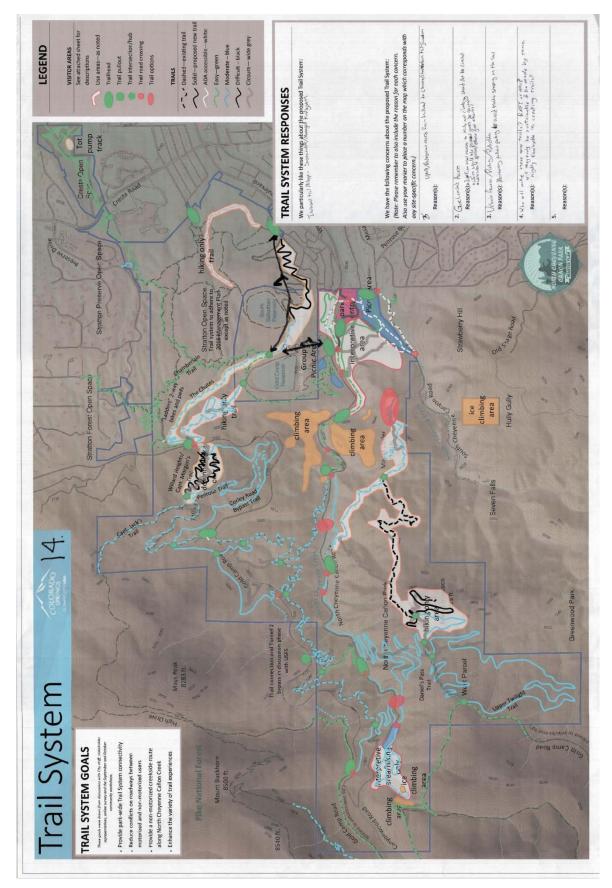




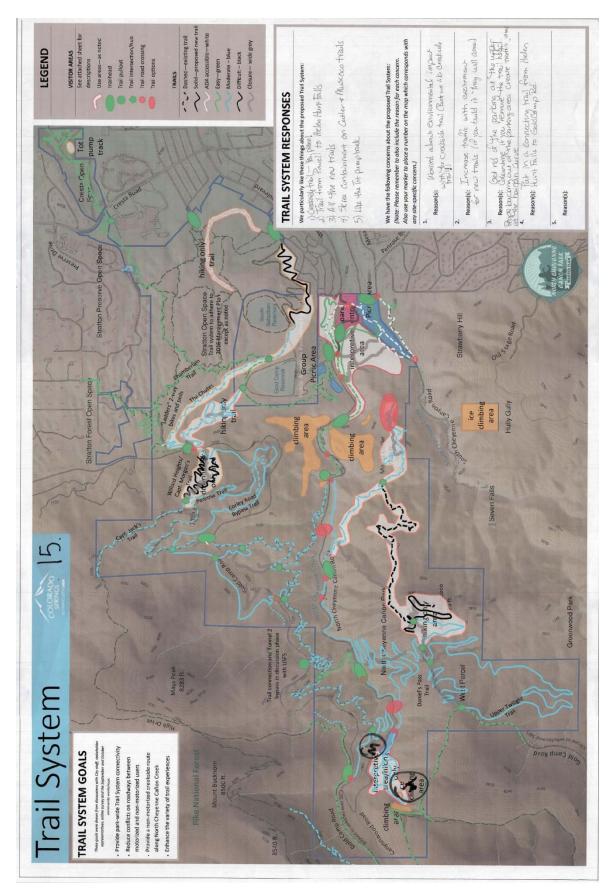




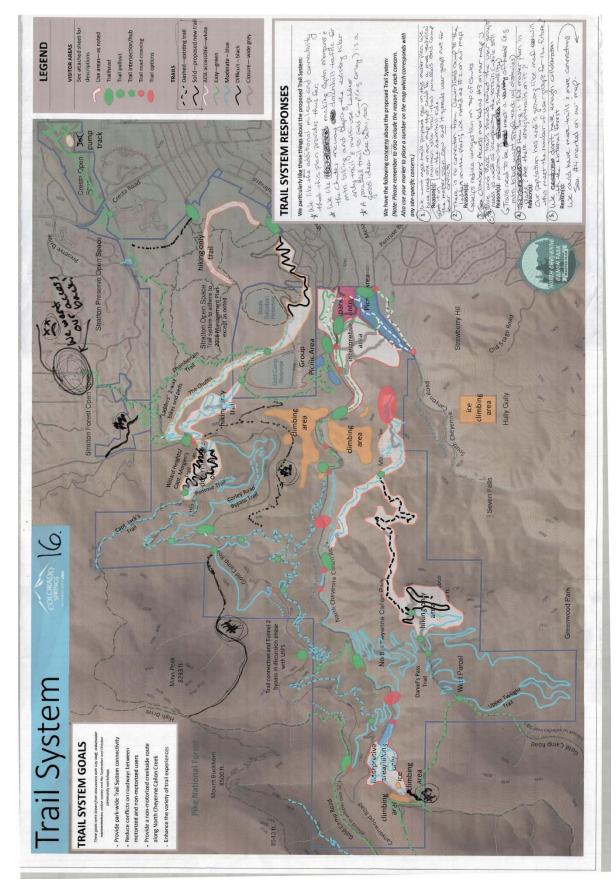




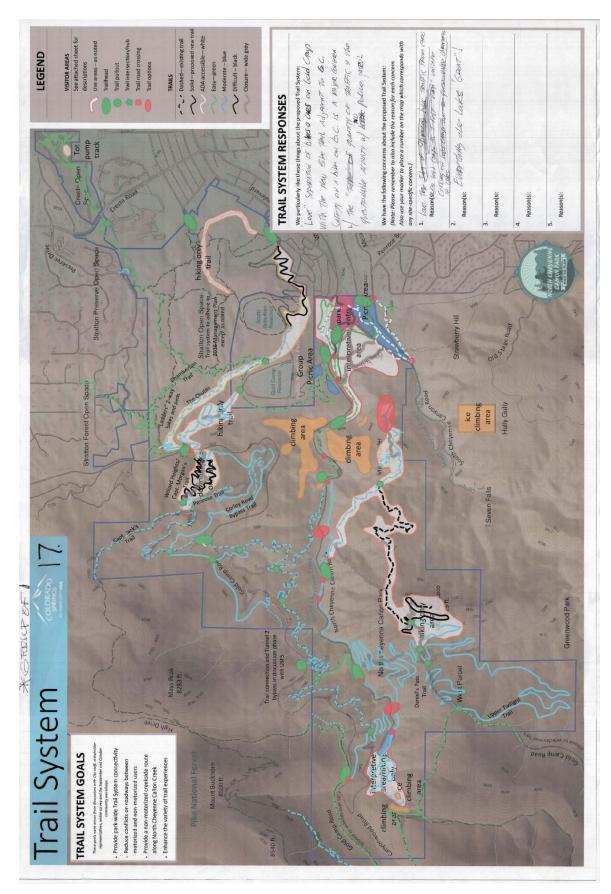




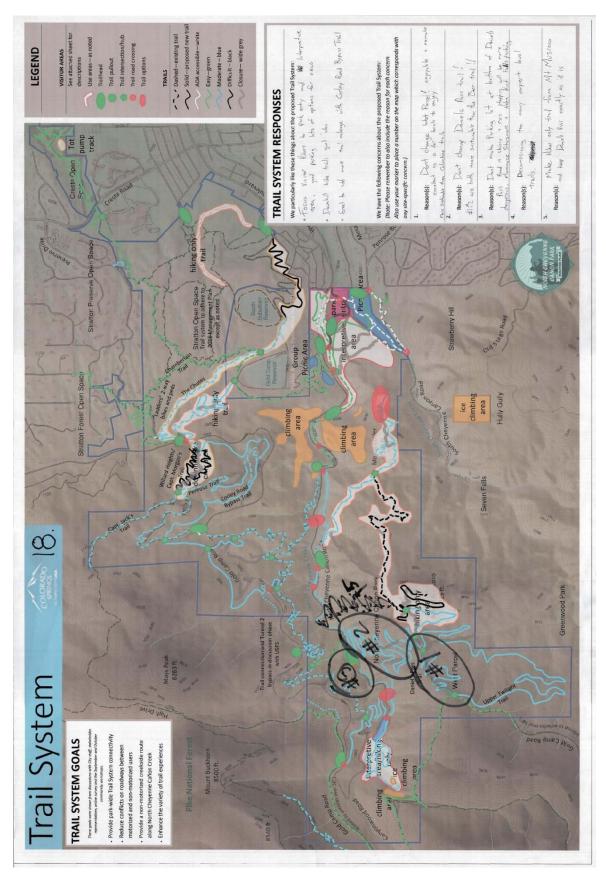




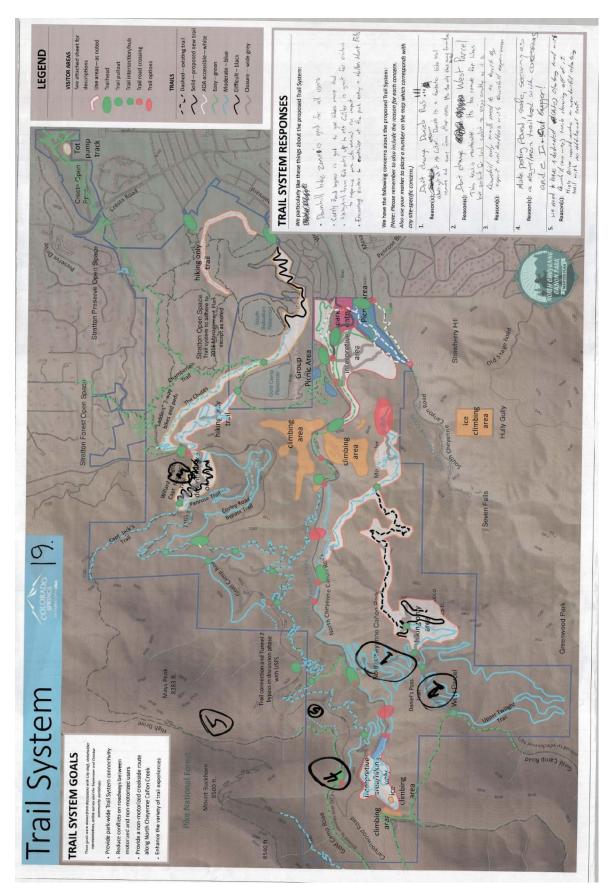




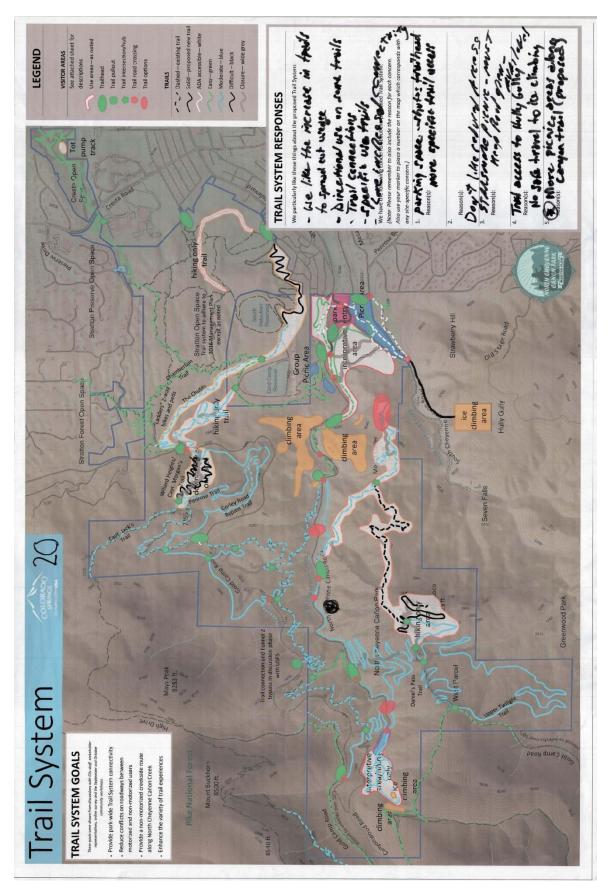




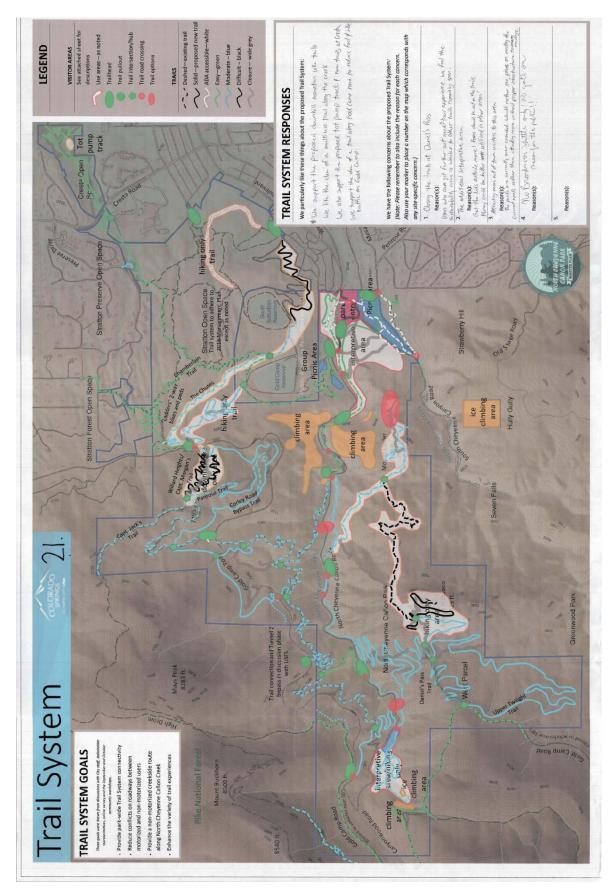




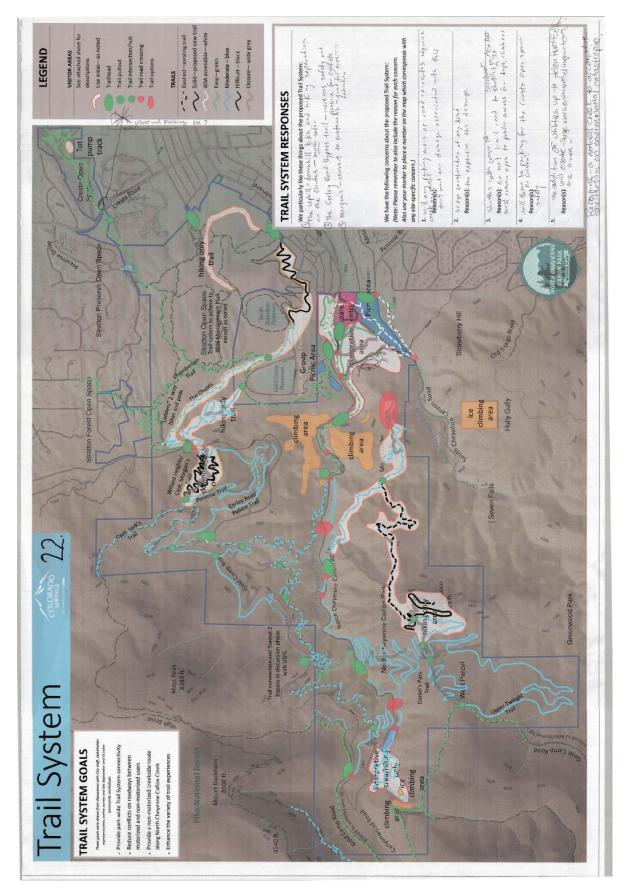




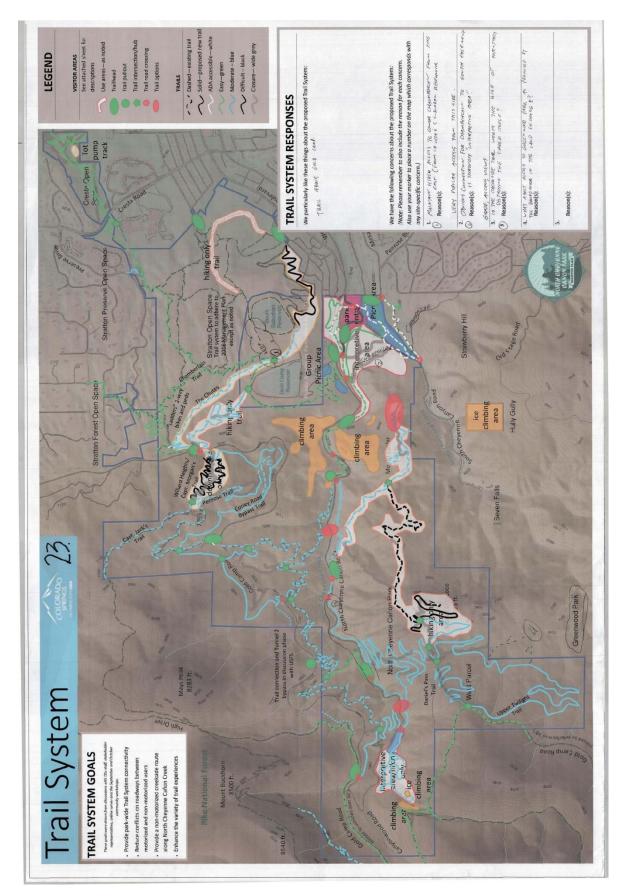




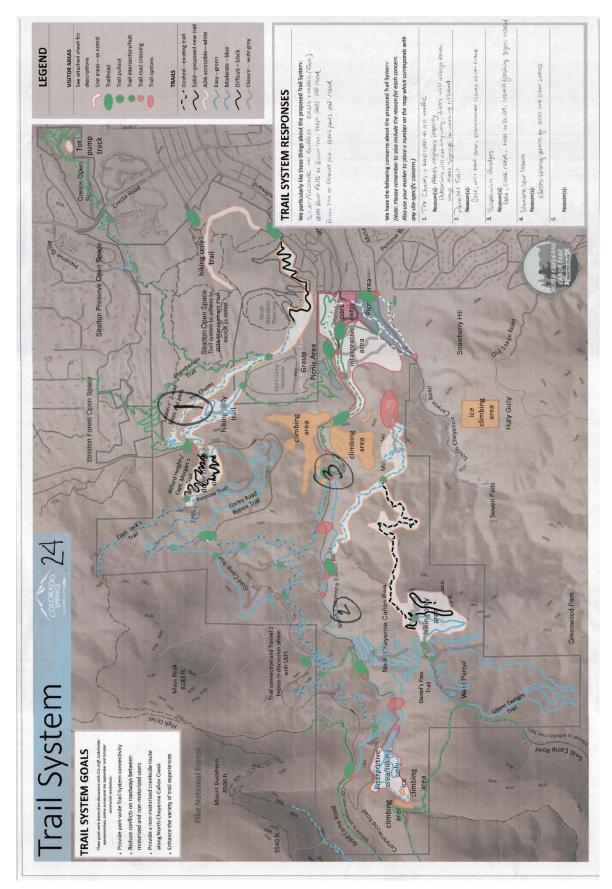




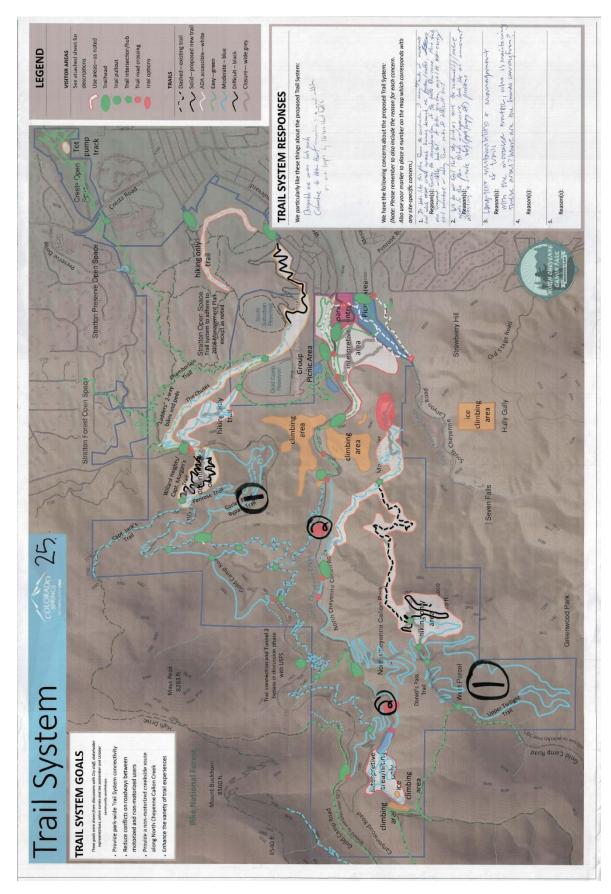




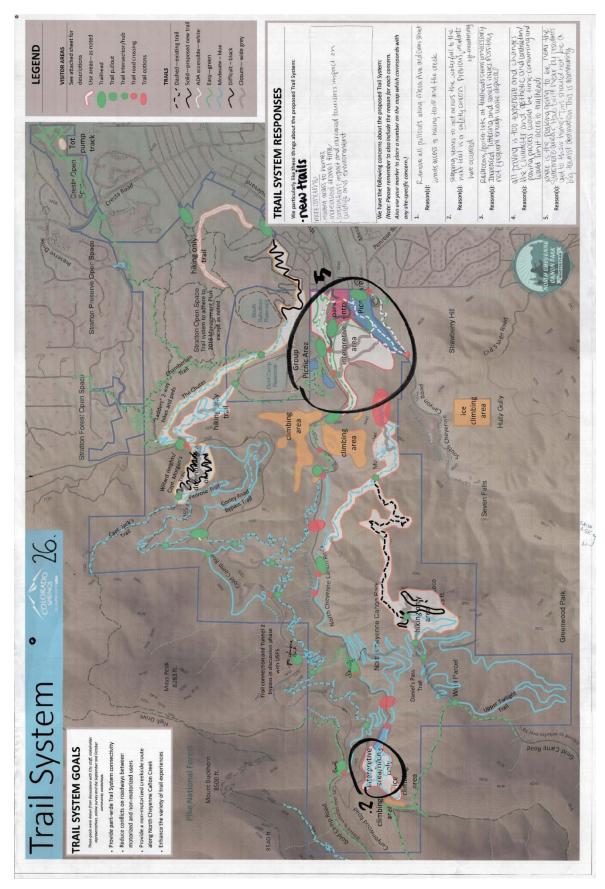




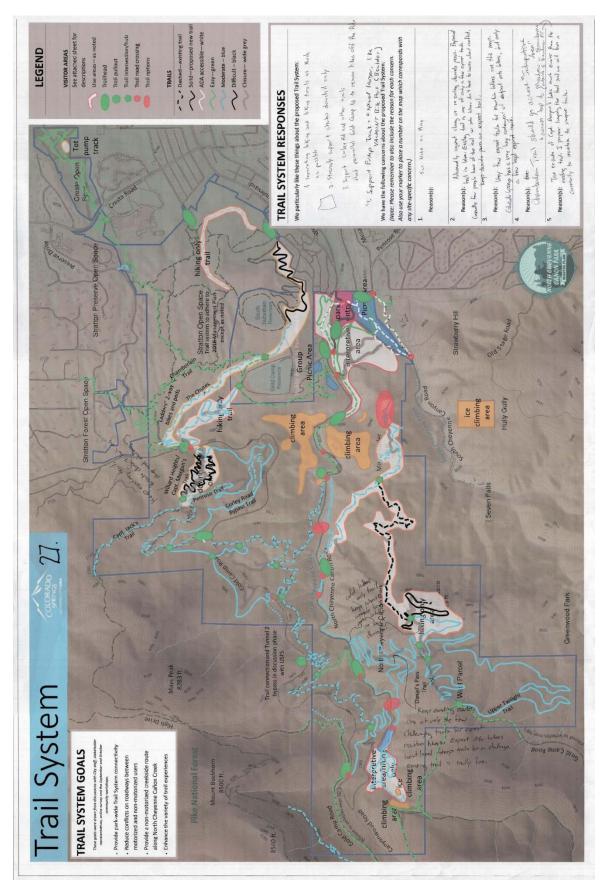




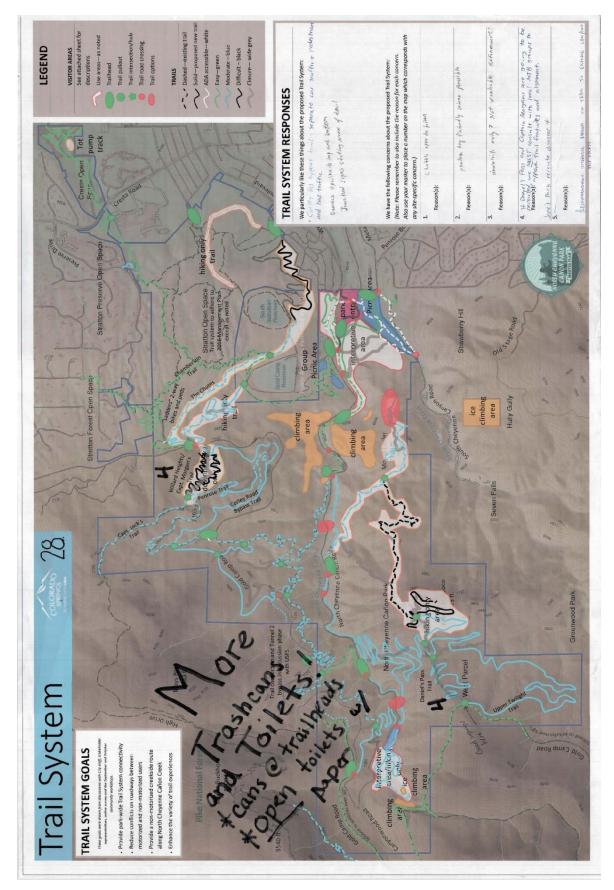
















February 1, 2108 Community Workshop Response Summary North Cheyenne Cañon Park Master Plan

Proposed Trails System Group Responses

review the trail system maps and provide group responses to the following questions: What does your group particularly like about the proposed trail system? and After presentation of a proposed trail system for the Park and questions for clarification of the presentation, 170 workshop participants worked in small groups to What concerns does your group have about the proposed system and why? Groups were encouraged to indicate likes/concerns on their maps. A total of 28 group maps were submitted.

rail System

building the trails — will they ever be built? How will trails "[Concerned about] Cost of be prioritized for deciding sound wonderful! Just what improvements and repairs "Overall, new trails, trail connections, trail

Quote from a group response form

the Cañon/Stratton need!

what is built first?"

Quote from a group response form

- A need for more trails than are currently



Interpretive Program Individual Responses

Selecting from the list of 15 services and options below, each workshop participant was asked to indicate which of those they believe their out-of-town visitors would like/need from the Starsmore Visitor and Nature Center and from the Helen Hunt Falls Nature Center. They were then asked which of those they believe they themselves would like/need from the two Centers.

- General interpretation	- Kids' programs	- Interactive "how to plan your trip"	- Water	- Shu
- Rotating interpretive/art exhibits	- Adults' programs	(timeframe, exertion level, topic)	- Restrooms	- I w
- Wayfinding information (maps,	- Guided interpretive hike	- Interaction with an informed ranger	- Food	visi

Opportunities to get involved - Get out of the weather

Comparison of Needs/Wants

vould not take my

uttle hub

sitors/go to this

- Clearly, the necessities come first for both out-oftown and local visitors to the Park. Restrooms and water were the most often mentioned categories for both populations at both visitor facilities.
- Other priority needs/wants are very similar when comparing the two populations, with getting out of the weather as more of a priority need/want for locals than for out-of-towners.
 - There is little support for a shuttle hub at either facility for either out-of-town visitors or locals.
- Very few workshop participants indicated they would not take visitors or go to the Centers themselves (approximately 2% of responses).
- Workshop participants indicated they are slightly more likely to take their visitors to one or both of the centers than they are to go themselves.

Visitors' Needs/Wants

There is a great deal of similarity in the priority needs/wants that were cited for out-of-town visitors at both Park facilities. In selecting priorities, the five most mentioned for both facilities were (in descending order of mention): restrooms, water, wayfinding, general interpretation, and interaction with a ranger. These priorities comprised approximately 60% of the responses.

slightly different order, the most-mentioned for

both facilities were (in descending order):

center for local residents. While selected in a

Local Residents' Needs/Wants
Workshop participants selected the same six

priority needs/wants for each interpretive

The least-mentioned needs/wants for Starsmore Center were (in descending order): opportunities to get involved, shuttle hub, and would not take visitors to this Center.

food, would not go to this Center, and shuttle hub.

Starsmore facility were (in descending order):

The least-mentioned needs/want for the

comprised approximately 65% of the responses.

interpretation, get out of the weather, and

restrooms, water, wayfinding, general

interaction with a ranger. These priorities

plan, would not go to this Center, and shuttle hub.

Center were (in descending order): interactive

The least-mentioned for the Helen Hunt Falls

The least-mentioned for needs/wants for the Helen Hunt Falls facility were (in descending order): shuttle hub, adult programs, and would not take visitors to this Center.

Comments about the Interpretive Program

The final question posed to individual workshop participants regarding Park interpretation was: Is there anything else you would like to add regarding the interpretive program in the Twenty-five percent of the comments related to the role of the program. Some questioned the need for it, preferring instead to have people "enjoy nature naturally." Park? Approximately one-third of the participants responded, submitting 75 comments, either in response to this question or written somewhere else on the forms.

- Some (19%) suggested additional interpretive services/topics, such as water bottle-filling stations, hikes highlighting plants, historical displays, and more products for Others objected to the use of electronic technology as part of the interpretive program, while others saw the program only as a means to generate revenue.
- Park access comments made up 17% of the responses. About half of those expressed a preference for no shuttles/shuttle stops in the Park.
- Management and operations-related comments (17%) focused on police presence in the Park and the need for more Park guides and on the need for more trash cans.
- Sixteen percent of the responses related to Park signage for wayfinding and interpretation. Some expressed concern about sign pollution and sign accuracy/vandalism.



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Appendix E

Comments received from the Open House held 06 March 2018 and received via email regarding the draft plan.

E2..... Open House Categorized Verbatim Individual Comments

E8..... Online Review Comments



North Cheyenne Cañon Park

Master and Management Plan



Community Open House

March 6, 2018

Categorized Hand-Written Responses to the Draft Master Plan and Management Plan

Traffic management and parking

- Full lots = full trails.
- Traffic management is key. Until you have traffic solved you cannot plan for new trails and amenities that will draw more traffic.
- No buses in the Cañon.
- Please determine carrying capacity before making parking/additional trails decisions.
- Only allowing shuttles on Gold Camp.
- The parking fee/pass/shuttle recommendation.
- Removing pullouts that don't lead to marked trailheads.
- Leave pullouts for non-hikers.
- No shuttle!
- Pave and enlarge parking areas, ex. Chamberlain and Seven Bridges.
- Have you met with the Broadmoor with the idea they will control busing? Will they be paying the City for that?
- Tool #3 Do not close pullouts Not everyone hikes and some just want to enjoy the environment.
- Tool #4 No fee This is a park everyone should be able to use. No parking Go home!
- Tool #7 No shuttle!! Cost?
- Would buses be free? Where would we park? Who would set prices for busing and parking?

Park entrance/South Cañon re-design options

- Do <u>NOT</u> close the S. Cheyenne Cañon Road. We will NOT have access to 30 picnic tables. (Added to the bottom of this comment in a different handwriting: Agree!)
- "Giving" the Broadmoor Mesa Road?!? It's a City road! We paid for it!
- Look closer at the use of South Cañon and invite/enhance its use to disperse use from up the Cañon.
- Please leave the South Cañon as it is.
- It looks like the public will lose access to South Cheyenne Cañon.
- [Mesa Avenue] road closure seem to cater to and for the Broadmoor.
- I am opposed to parking lots in front of Starsmore Discover Center being used to park shuttle buses.
- Why are you destroying one of the few magnificent places left for us to enjoy nature at its finest?
 Leave it alone. Don't close Evans. Let the Broadmoor dudes ride around the B'moor. This is just another ill-disguised way to give the B'moor all the access it wants—at our expense.



- Closing S. Cheyenne Road?!? Fire access?!? We NEED that open. Stop placating the Broadmoor!
- Things work pretty good now in South Cañon don't change thing up without more talking (Added to the bottom of this comment in a different handwriting: Agreed)
- No need to make Starsmore commercial. Get people into the Park! (Added to the bottom of this comment in a different handwriting: Agree!)
- Tool #8 Why improve Starsmore? Just MORE people will come!
- "Decommission" South Cheyenne Cañon Road and <u>double</u> the risk of people trapped inside Seven Falls in an emergency situation. EGRESS.
- I don't want the S. Cañon Road closed. This will restrict public use of the picnic tables and the Cañon.

Trail system

- Natural features only for downhill MTB [mountain bike] trail. No wood ramps as pictured on poster tonight.
- Add motorcycle access to the south slope of High Drive. It will decrease congestion in Jack's and offer more parking options for un-plated motos.
- Trail plans look good.
- Excellent trails: Corley. Chutes changes. Daniels Pass. Twilight.
- Closing existing trails.
- Design Interpretive Loop in Mesa area above Starsmore, otherwise social trails will persist.
- Concerned about unsustainable downhill trails from Capt. Jack's to Gold Camp and fragmentation of that city backdrop.

Land exchange-related issues

- Why is Strawberry Hill not integrated into the NCC Master Plan?
- Closing S. Cañon Road is more for the Broadmoor than for users of the Park. Tired of the Broadmoor take over.
- Once again, no access to the Greenway [sic] settlement!!! The Fraudmore (aka Broadmoor) promised us access!!!
- Why is the Greenwood Settlement easement being treated differently that all the others? A "non-surveyed easement"?
- If you are concerned about our over-loved open spaces, develop Strawberry Fields for public use.
- What if the Broadmoor wants horse trails up Columbine Trail to Mt. Cutler and Mt. Muscoco?

Natural resource protection

- North-facing slope of NCC is catastrophically unstable. Soil loss in last few decades is extreme. Find a
 deep and wide rooting plant that will stabilize.
- "Natural Preservation area"?!? We wanted the Cutler Mesa open! You ignored us! It's now more of a "Broadmoor preservation area"!!!
- The local learners of Cheyenne Creek Conservation Club are keeping their eye on these projects with water and wildlife as key.



Night closure of the Park

- Please exempt night closure for non-motorized travel. (Added to the bottom of this comment in a different handwriting: Agreed)
- Night gates restricting access.
- Forest Service land should not be blocked off by gate on Gold Camp Road. Paying fees to enter the Cañon seems unethical and serves as a deterrent to those who would like to enjoy the Cañon.

Paving Gold Camp Road

- I am <u>NOT</u> in favor of paving Gold Camp Road. <u>NOT</u> cost effective.
- Paving Gold Camp Road reduces the character and available running dirt trails.

Conflict with caucus date

- Timing of meeting conflicts with caucuses many people could not attend.
- As an engaged citizen, resent conflict with democratic process. Tonight is CAUCUS for State of Colorado. Date set long ago. WHY?

Support the Draft Plan

- Very nice work. Thank you for inviting and incorporating the community into the plan!
- The Master Plan is thoughtful, thorough and beautiful. Thank you for a great plan for our Park.

Other

- You stated that we are loving this to death yet except for summer weekends and holidays, I see very few people there on weekdays. Can you back up your loving it today (to death?) statement with a 365-day-to-day usage?
- Why does the Cañon need to be turned into an increased tourist destination? This is our <u>HOME</u>, <u>NOT</u> an amusement park!



Categorized Pre-Prepared Responses to the Draft Master Plan and Management Plan

Land exchange-related issues

An open letter to Mayor Suthers. 2/19/18

Mayor Suthers,

After last week's Court of Appeals ruling supporting the City/Broadmoor land exchange you were quoted in the Gazette as saying there was a "lack of controversy" in the case. Give the unanimous decision of the three judges, that's true. What is misleading is that the land trade was profoundly controversial in your city, and will continue to be in the future because 80% of the public opposes the city's land trade with the Broadmoor. Several surveys confirm this figure.

The Gazette article said you believe "the swap will benefit the city." Can you explain? How does alienating the public benefit the city? And how does privatizing and building on what may be the most beautiful meadow in the city benefit us? The proud purchases of magnificent Red Rock Canyon and Stratton Open Space were celebrated as benefiting the city after they were saved from development. It appears that you disagree based on the opposite effect of the land swap: the destruction of several acres of beautiful meadowland.

I applaud you for the good accomplished with your storm-water and homeless initiatives. Your legacy will include these but maybe the recently coined epithet, "Mayor Anschutz" as well. Let's hope not. It appears that by "benefiting the city" you mean benefiting yourself. How can it be otherwise given the Anschutz tentacles reaching with their campaign contributions, unethical amicus briefs, and your refusal to put the land exchange to a vote? Benefit the city? There is more. I don't know Jack Edwards but please ponder this: "The war for control over the city between the citizens who live here and the wealthy who treat the city as their personal plaything is just heating up."

As for the recent, but not final, loss of Save Cheyenne in the Denver Appeals Court, the confines of the law are narrow but the scope of right, fairness, and respect is unlimited. Perhaps only you can reverse the present and pending damage. Please consider your legacy.

(Name removed)

❖ MASTER PLANS QUESTIONS for 3/6,7/18

How do you justify taking dedicated parkland away from the public owners?

Why didn't you ask ME if you could take away MY land?

Why are people opposing this master plan/land exchange?

What would it take for you/city/Bmoor to halt or reverse the park exchange?

"Save Cheyenne is constantly disruptive" "They are bad people." These quotes from the last TOSC meeting. Why do they think that? What is TOSC doing to mitigate Save Chey?

Please explain why so many members of the opposition to the land exchange are often respected current and former parks employees, park board members, TOPS and TOSC members. Why do you think these people are opposed to the privatization of park land?

Do [you] think I enjoy being antagonistic against you/city/Bmoor?

Why do you think I have spent thousands of dollars opposing this?



How much real and salary equivalent has city spent on SF (legal fees, time at master plans, internal meetings, ...)

Why is it that you have no idea of the public concern, mistrust, hostility, contempt for the mismanagement of this process?

What would you say to people who ask, "Why spend money for legal help to recover land that is already ours?"

"The war for control over the city between the citizens who live here and the wealthy who treat the city as their personal plaything is just heating up." How do you respond to that?

A participant at the last NCC session before the open house who was a first attendee of any of the meetings noted that it seemed like the plan was pre-determined and that the process was to placate the public. What would give her that impression, and what does that say about the quality of the process?

How do you justify 2 master plan meetings 1 day apart and the NES meeting with one week notice? And what about the caucus overlap on the 6^{th} .

Is the closure of Mesa Ave to traffic other than that of the vehicles of a private business unprecedented? Can you point to another such gated and locked closure-either now or in the past?

How will commercial vehicles which enter Seven Falls regularly on a daily basis get to the Seven Falls gate? If given access to a locked and gated Mesa Ave, why them and no one else?

If the creek is to be rerouted, have you consulted with the USGS with adequate advance notice? Is it the USGS to whom it falls to cope with the unintended consequences of such a rerouting? Who will fund such measures?

Is there a report which addresses the excessive convergence of 3 large and regular activities all together at the exact corner of Mesa and Evans Avenues, given also the presence of parking lots and a locked gate? (hikers, bikers, shuttles)

Has the picnicking community in Colorado Springs been consulted w/r to the decreased and possible absences of accessibility to creek-side picnicking in the center section of the South Canyon? If not, why not?

Will the taxpayers of CSC continue to pay for the maintenance of Mesa Ave. after it is gated and locked off to all but Broadmoor vehicles?

Is there a written report which addresses the reduction-by 50%-of vehicular access to Seven Falls in an emergency should the S. Chey. Canyon Rd be changed from its present condition? Where is that report?

Will the closure of Mesa Ave be accomplished by franchise or lease? If by franchise when will the public vote be held per City Charter? If by lease, exactly how long will the **temporary** lease exist per City Charter?

CREDIBILITY AND INTEGRITY

Master Plan focus should be on reacquiring all for NCC that was dedicated to the public in 1885.

- Park's mission statement includes terms such as manage, protect, preserve and improve.
- Protect? The recent news article of the fire hazard on the park border made clear that the city took no meaningful action for over two years.
- Manage? What about the botched forestry project in Stratton Open Space?



- Improve? Signage is a mixed bag. New signs have been installed but continue to be
 misaligned. Graffiti and gang-tagging have been essentially sanctioned by the ranger who
 discourages efforts to remove them.
- Preserve, Protect, Manage, Improve? All these were violated with the Broadmoor land swap because public land was traded away without the owner' permission.
- This Master Plan is under the shadow of corruption and mismanagement. Citizens past and present have been betrayed.
- After that, maybe the public will trust that the items above can be addressed.
- "To undertake a master planning process BEFORE a land exchange agreement has been legitimately and legally finalized is disrespectful to the community as a whole and the participants in the planning process. This backward approach breeds further distrust in Parks and Rec (and public officials) and significantly reduces the validity of any outcomes. The goal of honest public participation is to establish the understanding of need and support for a project long BEFORE the master planning ever begins. Any potential for improving public trust has been lost by placing the outcome before a legitimate process." (Name removed)



Comments received via email regarding the draft plan

The following comments were received via email to the City of Colorado Springs between 7 March 7^{th} and March 18^{th} , 2018.

Every effort has been made to communicate the author's original thought and intent for these comments. To this end, comments were transferred electronically to this document and presented in the order received. Typographic and grammatical errors have not been corrected and are unlikely to have been introduced in the collating process.

To protect individuals, citizen and staff names have been removed and replaced by italicized text such as: (name removed). Names of elected government officials were not removed when comments were addressed to them.

Some unavoidable formatting changes appear to have been introduced by the electronic transfer of comments created in various word processing programs and transferred via email to this document; obvious formatting issues were corrected for clarity.



Mar 7, 2018

To Whom It May Concern,

First off, I want to thank you all for taking the time to come up with a new master plan for one of the most beloved gems in Colorado Springs. I know that it is not easy to fulfill the requests and ideas of all groups that submitted input, but I think the draft that has been laid out looks very promising.

I will say however, that it would be a disappointment to see Gold Camp Road paved entirely. The draft mentioned that when Pikes Peak was paved, there were less erosion issues and the . Although I am sure the outcome would be similar with Gold Camp Road, paving the road would detract from the character and history of the area. I spent many a high school cross country practices running along that road and never felt like I was taking my life into my own hands. 15 years later, that feeling has definitely changed.

To really cut down on dust, debris, and trash on the road, there truly needs to be some sort of police or Park Service presence patrolling GCR--and not just at night. I've spent most of my life running or riding my bike along GCR and I can tell you (like other people, I'm sure) that the road has changed for the worse. Between illicit drug activity, people going twice the speed limit and drifting around corners, and the simple increase in people that travel the road by car, I am very discouraged from traveling along GCR by foot or bike. GCR should not be another road for people to drive like maniacs on, it should be a road that allows everyone to enjoy the breathtaking scenery and get a chance to recreate along.

Thank you for your time

Best regards, (name removed)

Mar 8, 2018

Just a couple of comments/questions:

I hope you will give serious consideration to a shuttle. The main reasons I rarely hike at NCC now are the parking challenge and the traffic. I like the Manitou shuttle to Barr Trail, and the shuttle to Maroon Lake. I would be more than willing to pay a reasonable fee for a shuttle ride. Seems like Bear Creek Nature Center would be an obvious pickup point for a shuttle. If the parking lot there is too small, I believe the city owns the flat land on the south side of Gold Camp Road above the nature center; perhaps a shuttle parking lot could be built there.

I notice on the trails map that it looks like the top of Mount Muscoco is in a biking only zone. Does that mean hikers will not be able to go to the top of Mount Muscoco? I hope not.

(name removed)

Mar 9 2018

To whom it may concern:

Thanks for pulling all of the user comments together and trying to come to some recommendations for improvements. You have a thankless job and many perspectives and opinions to consider.

That being said, I feel that there were still a few comments that are being ignored.

Daniels Pass:

This "rogue" trail is more of a historic trail than rogue. It has been a bit of a secret for the 20 years I've lived in the community and clearly was not created by mountain bikers. The only thing mountain bikers have done is some of the unofficial trail maintenance that it needed and a reroute of the top of the trail since the original line was severely rutted. The recommendations on the map show the existing trail being largely deconstructed and replaced with a blue trail. The current black trail has a sense of adventure and a level of difficulty that is missing from all the "official" trails in the park. I'm concerned that the new "blue" trail will completely loose that feeling. In my experience, trails with as many switchbacks as I see on the map actually have no flow. Instead you are constantly stopping at the next switch back and re-starting. They have such a low grade angle that there is very little challenge for expert mountain bikers and they encourage users to cut the switch backs who don't have the patience to walk for that long. Take the new descent trail from the top of the incline as an example. The trail is so flat and has so many switch backs that they had to line the trail with fences to prevent switchback cutting. These are not mountain bikers cutting the switchbacks. These are hikers. Nobody mountain bikes from the top of the incline.

Or take Heizer in Cascade as an example. The switchbacks are so frequent that the descent it is only fun as a novelty. But not really flowy or that exciting. Just, straight, narrow, smooth, tight switchback, repeat... over and over.

Please consider keeping Daniels pass as an expert level decent. I think this would match better with the character of Mt. Muscoco and the current existing trail.

I would also like to consider keeping perhaps a downhill specific route here. One of the reasons we currently really enjoy this trail that it is a bit of a secret, so there is very little conflict. Once you install a parking lot and a suspension bridge at the bottom, everyone will want to hike up this to make a loop out of this with Mt. Cutler and the amount of user conflict will increase considerably.

My recommendation is more trails and more expert level trails. Not just one DH trail that will likely be less difficult to replace Capt. Morgans. We have a community full of expert mountain bikers with very few true expert trails. Downgrading current trails to blue or making them IMBA certified and flat with super wide switchbacks will not address the needs and desires of expert mountain bikers in the community.

Marketing Plans:

I'm confused. On one hand we are trying to figure out how to handle the 8% increase in usage every year. But in the other hand the master plan recommends we try to draw in more "customers".

I feel that the park is getting plenty of usage. Everyone knows it here. And if they want to use it, all they need to do is drive or pedal across town. We should not be spending tax dollars on advertising or marketing the park, just so that it will be more busy than it already is, making the 524 parking spaces even less sufficient than it already is. I really feel that we are just doing this to justify spending more money on Starsmore or Helen hunt falls. But the current users of the park, the people who are filling out these surveys, are not asking for more park users or upgrades to Starsmore. We are asking for less. We want a more wilderness experience. We want more trails so that we can get further away from the city and other users. It's not that I don't like people, I just like to feel like I can escape a bit. The best rides are when the only people you see are the friends you are riding with.



When you can start down a trail and only the trail determines how slow you need to go, rather than stopping several times to let other trail users by so that you don't startle them.

I believe that my opinions above speak for most of the users that I know. And I know many park users.

Again. Thanks for your time and consideration.

(name removed)

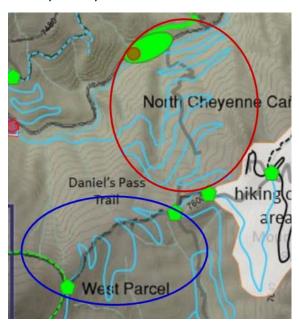
Mar 9, 2018

Dear planners,

I'm writing today to continue to urge you to change the plan for the Daniel's Pass trail area. The decommissioning of the upper section of the Daniel's Pass trail (blue circle) is unacceptable. If sustainability is your argument in that zone, then surely some minor modifications could be made to that section of the trail to make it comply. This upper section does not have major erosion issues and is very fun to ride.

I understand your sustainability argument with the lower section (red circle), but changing the trail from a black to a blue with ~10 switchbacks and super flat grades is not okay and not desired. This hill-side is accessible for maintenance and could accept a black trail. Please, please, please do not change this to a blue.

Thank you for your consideration.



(name removed)

Mar 9, 2018

Good morning and Happy Friday,

I'm writing in regards to the plans for a couple of trails/areas in NCC that are being discussed in the master plan.

I have attended a number of the planning and discussion meetings and would like to reiterate a few points that I feel strongly about.



- 1) Daniel's Pass trail. I believe this trail should remain open and as it is currently. The main justification for closing the current trail and building a new one was that the current trail isn't maintainable because of its remote location and access points. If it can't be maintained because of its location and access then I don't understand how decommissioning the current trail only to build a new one is possible either. This is one of the only trails that isn't heavily trafficked and the mountain bikers who put the effort into getting out there to ride it don't want to ride a trail that's in poor shape which is why we've kept it running well for years now. No maintenance resources needed from the city, county or park. Just let it be, it's the easiest, cheapest and most logical choice.
- 2) The area called Willard Heights / Capt. Morgans should also be looked at closely. I believe the idea of having this area as the top section of the DH bike zone is good. Again I don't agree with taking out the existing trail. The impact there has already been done and the people who ride it maintain it. I think a second option on the opposing face (north side) of the drainage this trail goes down would be the best way to offer a Park built/easier route through that zone down to Gold Camp and then into the Chutes. This will offer variety in difficulty levels of the trail, spread out traffic and be accepted by all bikers without issues. There's no reason to try to undo the work that has already been done as it has been done to serve a purpose and fulfill a need for challenging terrain that the park and area lack in general. Keep the trail as is and offer it as the more difficult/expert route and then put in a less difficult route for beginners and intermediate level riders.

Please feel free to contact me with any questions you might have on my thoughts.

I appreciate your consideration on these issues and for taking the time to understand the topics and proposals from all sides involved.

Thank you,

(name removed)

Mar 9, 2018

I have three major concerns with the current draft:

- 1. Suggesting shuttles. the shuttles in manitou for the incline are a nightmare. the road is barely large enough for two cars? they are cumbersome and would make passing bikes and runners impossible.
- 2. charging a fee to enter the park. Our city park should not be limited to those who can afford to see it. implementing a fee cuts off a specific group of people.
- 3. making down hill "bike" only trails.

When will the next meeting be held to discuss this draft?

Thank you for your time.

(name removed)

Mar 10, 2018

I have heard the 160 acre parcel which is commonly called Greenwood Park and a corridor from Daniels Pass leading to it would be given to the City and made part of the North Cheyenne Canon Plan. However, it is not shown on the maps nor mentioned in the "Master Plan" or the "Management Plan". Will it be accessible to the public? Judging by the ruins there it certainly has some historic significance.



The parcel was originally homesteaded by Bertha Bourne in 1894, and the stone chimneys on the site may be from her development of the property.

Mrs. Bourne died in 1929 and surely the other ruins on the site were developed after that date.

A June 17, 1928 article in the Gazette and Telegraph identifies the summer home of Frederick Smith as being "Greenwood Park". However, Mr.

Smith owned the property just south of the parcel with the extensive ruins. This is not to say the property that Mrs. Bourne patented was not also known as Greenwood Park. Additional research is required.

(name removed)

Mar 11, 2018

Could you please direct me to the page numbers on the master plan where it states whether or not Mesa Rd and S. Cheyenne Canyon Road will be closed?

I can't seem to find it, and there's a lot to read.

thank you,

(name removed)

Mar 12, 2018

Comments to master plan,

- due to proximity to two elementary and one high school, change "tot pump track" to "youth" or just "pump track". This location is ideal to providing activity for all school aged kids on their way home or during weekend, and should be built for all kids. Trail system around pump track should incorporate mtn bike obstacles like drops, skinnies, step ups and small rock gardens, to provide a safe learning environment for the more technical trails in the canyon proper.
- Add connection from Ladders north to GCR lower down from Chutes TH, so those traveling to/from RedRocks can avoid the multi trail TH. This would elevate congestion at the top of the Chutes.
- Access needed from Helen Hunt to top of Silver Cascade Crag, as climbers need to set up top ropes for climbing, and need safe access. No fixed gear exists on the slabs so the only safe option is to set top ropes. without a trail this is dangerous and potentially life threatening option with heavy gear. Other option is to instal bolts to allow routes to be safely lead from the ground with belay chains above.
- No access trails to any climbing area designated, this encourages social trails?
- Connection from La Veta around high School to help connect to Cresta Open Space and Bear Creek. This would be valuable for students and provide convenient access to the La Veta meeting location for skyway residents without having to travel high into the park.
- Include a more engaging and interesting trail to Corley Rd on the downhill side of Gold Camp, from Spring Creek to Chutes, allowing access to climbing areas and extending Captain Jacks rather than cutting it short.
- Include stub for trail from tunnel one up to the top of high drive on south of Mays Peak for potential non motorized alternative to Jacks (future USFS master plan).



- As noted in prior/current master plan, provide for trails on mesa behind Starsmoor to create a loop with wide views for those wishing for short excursions but who want more open vistas.
- Concerned with closure of South Cheyenne Canyon Road, as this provides access to creek for old, young and disabled visitors who are unable to hike to picnic sites.

Regards,

(name removed)

Mar 12, 2018

Dear Mayor Suthers and Council Member Geislinger,

As a longtime Briargate resident, I am disappointed by the recent proposals to further mar the Cheyenne Canon Park (beyond already giving away 189 acres of it and closing the pristine Strawberry Fields meadow off from the public):

- park/city buses to increase traffic and further overstress a trail system in the canyon the parks
 department has said is at capacity this is not a common sense solution, but rather a way to make a bad
 thing worse. Please don't ask our parks department to waste our tax dollars and limited park dollars this
 way.
- closing down the Starsmore Pavilion what possible justification could there be that this makes our public spaces better for the owners of this park (us)? If this is to allow buses, that further highlights yet another reason why buses are a new problem, not any sort of solution.
- regarding parking pullouts in the canyon leave them as they are. There are countless trails throughout the canyon that are best accessed from these. When main lots are full, they are perfect places to stop and discover new corners of our beautiful canyon. We need more of these, not less. The creek runs all along these pulloffs every one is a perfect place to stop and rest, read, watch nature, and walk. We also have these all through Palmer Park (another favorite), and they are just perfect.
- road closed and given to the Broadmoor (instead of having them manage their bus turnarounds within
 the gates of their own 7 Falls property our own city's fire department strongly opposes this for safety
 reasons we need full two-way traffic on this road simply for emergency escape if nothing else this bad
 idea is not worth risking lives)
- regarding park safety you just cannot close the road from Starsmore to Helen Hunt falls besides the fact that people literally live up that road(!!), and that the park and the falls are at their most stunning by starlight (we don't call it Starsmore for nothing), that is not a solution to after-hours activity. The only solution that makes sense in this park butting up to residential neighborhoods is to have a regular park patrol at different times through the week. I assume this is already happening, but if not, that seems a less extreme solution than trying to build an impermeable gate or wall to keep people out.

If this is the master plan, I say thanks but no thanks. I'd rather continue ignoring the existing master plan our city agreed ages ago.

If the city needs more money to pay for park security and trail/parking maintenence, let's do it. I for one can't believe how inadequate our local property taxes are for a city of our size. If our city government can put together concrete proposals for how substantive tax increases will be used to preserve our city's treasures and address our city's pressing challenges, I'll press everyone I know to support them. While taxes at the



federal and even state level is too often misdirected, at a city and community level, we can create solutions that really make a difference here.

I'm truly not a single-issue citizen. The current ongoing topic of our public space is just the first time in 12 years living here I've really felt like our city government is not looking out for the best interests of its citizens/families - or indeed may be striving to actively override them. On the plus side, I'm involved now!

I did hear our Parks director on the radio this past week say that our voices were heard at the meeting, and that the proposals were probably overkill. I hope you'll inform the public if there is any ongoing pressure from within council/city government/mayor's office to have our parks director proceed with the rejected proposals anyway.

Thanks for listening,

(name removed)

Mar 13, 2018

Do not annex Canonwood Residents into the City. We live in the county and do not agree with annexing us and the park into the city.

"Pursue annexing all North Cheyenne Cañon Park into the City of Colorado Springs. Area recommended for annexation is shaded in red on the map on the next page" According to the map it includes Annexing Canonwood in to the city. "

(name removed)

Mar 14, 2018

Hello,

The plan generally looks very good to me as an avid hiker, mountain biker, and motorcyclist. One thing that I haven't seen addressed is improved connectivity for motorcycles. Currently, the only point of access for motorcycles is to park at the bottom of Jack's, ride up, then ride back down. If motorcycles were allowed on High Drive, Gold Camp, or if a new motorized trail was built from the upper parking lot at High Dr. to Jack's, it would open up additional opportunities to enter/exit the trail system, and cut the motorized traffic on lower Jack's in half.

Something to consider,

(name removed)

Mar 14, 2018

As the N. Cheyenne Canon Master Planning process comes to a close, I urge you to ensure that Pedestrian Safety be included in the final plan.

This is a critical transportation piece that should not be overlooked.

1) Pedestrian fatalities we're at an all-time high in 2017. Let's put a plan in place and act before we have a fatality.



- 2) We have very high pedestrian and cyclist usage on Cheyenne Blvd without any safeguards. This, combined with the huge influx of speeding tourists each year on the same stretch makes it a very unsafe environment. Neighbors report having cars intentionally veer toward them when they are walking.
- 3) Let's improve quality of life by creating safe pedestrian access to our beautiful parks. Not only will residents and tourists benefit from improved walkability, fewer cars in the parks mean we don't need larger parking lots. An additional benefit would be an important missing link in the sidewalks to/from the high school and junior high.

We need to create a safe means of walking to/from N. Cheyenne Canon Park and Stratton Open Space, whether it be via sidewalks or designated granite paths, to decreased speed limits, crosswalks or other measures. Please address these important safety issues in the final N. Cheyenne Canon Master Plan.

Best Regards,

(name removed)

Mar 14, 2018

- 1. Please stop trying to commercialize North Cheyenne Canon. Keep nature natural.
- 2. Keep the park free and open with a focus on the <u>local citizens</u> of Colorado Springs not tourists. This is our neighborhood park and we don't want it extensively developed. Trail improvement and maintenance is needed and beneficial. We don't need permanent structures and permanent altering of natural landscape.
- 3. Please do not add shuttle buses bringing in more people to an already popular park. We love the park because of the ability to experience nature or be alone or at least get away from the busyness and crowds of the town. Adding more people to the park will take away it's tranquility and increase the rate of degradation because of overuse. There are few days where parking is full—this is not a reason to add more people on those days by shuttling them in.
- 4. From my understanding Parks has no money to keep restrooms and water fountains open at existing parks. Strawberry Fields was "lost" due to misleading appraisals and claims of no funding to maintain the land and patrol vandalism. It is mind boggling how now there is now funding for parks. Where is the funding to expand the construction ideas and maintain all the proposed changes North Cheyenne Canon Park?
- 5. Keep the current parking situation as it is as this is a natural limit to the number of people that can be in the park at a time.
- 6. Do not place time restrictions on the opening and closing of the park. Some people enjoy very early morning hikes or moonlight hikes.
- 7. Keep the citizens ability to independently use the park without reliance upon outside transportation or parking restrictions. Some people like to just drive through the Canon or on Goldcamp Road or just park their vehicle to admire the scenery. And go at their own pace and be alone and not with hoards of other people. This is especially true for disabled individuals who are not able to hike on any of the trails due to their physical limitations or wheelchair dependency. Don't force them onto an impersonal crowded time limited shuttle. Some citizens are also not physically able or do not desire to do the more remote trails like St. Marys Falls and beyond. They want to drive to a lower trail or just sit by the creek. Don't take away our independence and freedom.



- 8. Do not give any public roadway to a private company. The Broadmoor hotel has made decisions on their land purchase and development and should use their own property instead of taking more from the public.
- 9. Promoting an already busy park holds no common sense.
- 10. I hike the canyon nearly everyday and chose to purchase a home in the area due to my love of the Canon. I have been visiting the park for over 20 years. Beyond a little trash here and there, and dog feces and the need for trail maintenance due to social trails and natural erosion I don't see vandalism or destruction in the park. A couple of Park Rangers on a rotation to monitor the park would be more cost effective than adding shuttle buses to bring in more people. (Bus purchase, bus maintenance, bus noise and air pollution, fuel costs, bus driver salaries etc).
- 11. Ask yourself why is this park so popular? Don't ruin it by trying to over control it, change it and overuse it. Nature is natural. That's why we love it. Beauty, escape, awe of creation—North Cheyenne Canon is a gem. Please do not rape it.

Thank you,

(name removed)

Mar 14, 2018

Hello,

As a frequent user of both N. Cheyenne Canon and Stratton Open Space (I visit almost daily,) I am concerned that pedestrian safety isn't adequately addressed in the Master Plan.

If we are Master Planning for two parks, we need to consider both parks and access as a whole.

For hikers doing loops that connect both parcels, whether they drive to a parking lot or walk in from the neighborhood, they will end up on the road for a portion of their hike. This means, they are contending with often speeding traffic in close proximity with no protection.

I propose we connect both parks via a sidewalk, so that pedestrians can safely access and utilize both parks safely and seamlessly. This would build on the concept of pedestrian access from Starsmore to Helen Hunt Falls, of which I am a big supporter.

I propose the following series of sidewalk connections.

- A sidewalk that runs from the N. Cheyenne Canon Rd Parking lot south of the Gold Camp Reservoir to Starsmore
- A sidewalk from Starsmore running east down Cheyenne Blvd to just before Ridgeway
- A sidewalk replacing the the washed out trail at Ridgeway and Cheyenne Blvd. Beyond that segment, there is a granite trail that works well.
- A sidewalk from Ridgeway to Cresta, where pedestrians can pick up a sidewalk up to La Veta.
- The last sidewalk segment should be on La Veta Way from Cresta to the La Veta Trailhead.

Thank you for your consideration of these additions. If we want to increase and encourage pedestrian access of our parks, we need to create safe passage to do so. This is a very high usage area already with high tourist



traffic, plus cyclist traffic, plus high pedestrian use despite sidewalks. I am concerned that we will soon have another headline about a pedestrian death. Pedestrian fatalities broke records in 2017, and I hope we can work together to form a plan before pedestrians accessing our beautiful parks also fall victims.

I walk all of the above mentioned roads daily, and sadly, I have had a number of cars intentionally veer toward me while carrying my child. I have had others that veered toward me unintentionally while I walked unprotected on the side of the road, sometimes only a few feet away.

I have been angered by this issue, and instead of just staying angry, I have chosen to seek a solution. I hope my plea for safe passage into our amazing parks doesn't go unheard. Don't we want to be known for having amazing park systems with amazing access, especially even for pedestrians? Perhaps we don't need as many parking lots if we provide a safe way in on foot. I vote for being proactive and adding a continuous sidewalk to the Master Plan to pave the way for securing funding to make pedestrian safety a priority.

Best Regards,

(name removed)

3/16/2018

I want to start off with thanking the staff that put together the master plan for North Cheyenne Canon. I attended all of the meetings and I attended several with my little toddler son. The staff kept the master plan process clear and respectful. I appreciate you all taking everyone's voice into consideration.

After reading the master plan, I do have several concerns.

- On the new Buffalo Canyon Trail, there needs to be gates put that will prevent people from following
 the establish social trail that leads to the base of Silver Cascade Falls. This trail cannot be rehabilitated
 because it is the route for ice climbers to access the waterfall in the winter. A simple gate like the ones
 used in the Garden of the Gods is what is needed.
- Trash cans need to be present at Helen Hunt Falls. The current dumpster doesn't work well for all visitors and a couple of trash cans by the falls will help.
- Nothing in the plan talks about protecting the Bruin Inn Wall. It is currently falling apart and is starting to fail. This needs to be highlighted better.

Otherwise, it is a fantastic plan and I look forward trying to build public support to make it happen.

(name removed)

3/16/2018

- There are a lot of good ideas and when the money isn't available I think safety should be a priority.
- Signage on the trails are a must. We don't like it when visitors get lost because of lack of signs. Visitors cannot find the Chamberlain trail from the lower Columbine trail. A sign needs to be before the stone bridge that leads to the other side where there is a sign near the road.
- Signs are also needed where the Lower Columbine trail switchbacks up before the road.
- Other signs are needed especially on Stratton Open Space because of the many social trails.



- Parking can be a problem especially up at Helen Hunt Falls. Parking became a problem at Starsmore
 Visitor and Nature Center when Seven Falls stopped having parking inside there attraction and then
 allowed people to walk in. People use our parking for this and do not always use their shuttle service
 from the Broadmoor.
- The gate at the entrance of the park needs to be fixed so it could be closed at night.
- Starsmore Visitor and Nature Center provides a wonderful service to the children in this area and also outside the city. We serve about 4000 school age children a year by providing several outdoor education programs and getting children to experience this beautiful city park. Several children come back with their families ,which for many, this is a first time experience. These days, children do not get outside in nature enough. Teachers love to have their fieldtrips here.
- Striping on the road.
- Trails are an ongoing project-with more people in the park there is more wear and tear on the trails as well as erosion.
- Need more picnic tables.
- Large visible sign with rules and regulations.
- Real problem with dogs off lease and leaving dog excrement. Dog owners need to be educated on how
 dog poop causes pollution in the creek. When children's programs are conducted dogs sometimes
 approach children. I've seen a German Shepard chase out deer to the road while I was guiding a group
 of preschool children to the Nature Center. If cars were passing on the road, an accident could have
 happened or children trampled.
- Upkeep the historical features of the park-bridges and walls
- Work on more safety signs on Silver Cascade Trail.
- Conservation message for locals and visitors.
- Can we keep up the maintenance with existing trails and also plan to create new trails?

(name removed)

3/16/2018

Hi, (staff name removed), et al.,

Forest Management:

Needs more emphasis on noxious weeds and formation of rogue trails in planning, implementation, and monitoring and follow up, especially in planning and monitoring and follow up. At the public meeting before the most recent forest management efforts in Stratton, I asked about noxious weeds and formation of rogue trails, and the answer indicated that those were not a consideration.

Night Closure Gates:

Glad to see this is a high priority.

I suggest installing gates for the part of the park that Parks does control while continuing discussion with Forest Service. If discussions with Forest Service allow for gating off more of the park, the upper gate could move.



Powell Lot:

Glad to see expanding, paving, and striping the Powell lot is a high priority.

One area

How does managing it as one area work when one is a park and the rest are open spaces?

Volunteers:

The management plan includes little mention of volunteers and volunteer projects.

Management should include assessing needs that require a fair amount of unskilled or lightly skilled labor and organizing volunteer projects for those.

The management plan should also include reasonable advance notice to the Friends group and other affected Friends and user groups. Advance notification should be one of the routine steps in project planning. Friends groups might be able to help with volunteer projects. Friends groups can also simply help spread the word about projects, reason behind them, how long they'll take, etc., so that park users better understand and accept projects and changes.

Management plan should include involving Friends groups and user groups in building and rerouting trails, especially the bike trails. Especially Medicine Wheel would likely be interested and probably willing to help with volunteer labor and possibly some funds.

Interpretive signage outside:

I think interpretive signage outside should be in the areas around the visitor centers and possibly at trailheads and overlooks, not spread throughout the park, except for sites with very definite purpose for interpretive signage related to the site. This restriction on placement of interpretive signage, as opposed to wayfinding and information for trail users (ex leave no trace, trail etiquette) should be included in the appropriate section(s) of the master plan.

Fencing:

Design guidelines should include that when fencing is installed to block a rogue trail or other undesirable access that the fence should be long enough to make access difficult, and ideally should extend from one natural barrier to another.

page 13:

This line:

participants were once again asked to work in small groups organized by interest (e.g. hikers, neighborhoods, mountain bikers, etc. to

gives the impression that the previous meeting, and perhaps other meetings, were also organized by interest group, while only the one meeting was.

Possible updated phrasing:

participants were once again asked to work in small groups, this time organized by interest (e.g. hikers, neighborhoods, mountain bikers, etc., to



bottom of page 63 to top of page 65:

It's not clear to me what options require additional input and which the staff can implement as needed. I had thought from answers at meetings and such that at least toolbox 1 through 6 were things that staff could do, that the master plan process sufficed, whereas shuttle and redesign of roads and access around Starsmore would have additional public input before being implemented. Some statements in this section make it sound like all options would not be used before additional analysis and other statements make it sound like public input potentially would not be sought on any of them.

page 75

Wayfinding Nodes does not say where the 16 intersections are. It just says that

Wayfinding node locations are designated on the Master Plan.

Where in the master plan? Where are the 16 intersections?

page 76:

Maintain all connections to USFS system trails.

Aren't some of the connections to Forest Service trails social (rogue) trails?

page 76:

What is the map supposed to show? Text says Cheyenne Mountain Heritage Trail. What are the red dots? It looks like the legend says Key Locations. But key locations for what? Most of the red dots are not on the yellow route.

page 77:

downhill biking-only black to blue

If the trail designation green-blue-black is supposed to follow ski run designations, then this should be black. My understanding is that a ski run difficulty is determined by its most difficult section.

p 78:

And Educations

This bullet point seems like a typo.

Wayside exhibits and interpretive trails:

wayside exhibits and designated interpretive trails be located

Interpretive trails should be near the visitor centers. That's where people are most likely to expect them to be and also where people who would enjoy them are most likely to go.

Wayside exhibits should be at trailheads or overlooks. Exhibits and interpretive signage should not be on backcountry trails, with a possible exception for information very specific to that spot. I want to avoid what Cheyenne Mountain State Park has, where almost every trail has 1 or 2 interpretive signs, most with info that could be placed anywhere. There is no one trail that, say, families can walk to find interpretive signs and info. The interpretive signs encountered on backcountry trails are just out of place.



Extending media and messaging out into the landscape North Cheyenne Cañon Park

Media and messaging in the landscape interrupts the feeling of getting out into nature and away from all the usual media and messaging.

Paragraph on staff-led experiences and interpretation has 4 references to staff only that I think should include volunteers. It seems like volunteers play a large role in helping at the visitor centers, in interacting with visitors, and in leading programs and hikes.

p 93

Pursue City annexation of Park property currently in El Paso County

The entire park (and the entire city) is currently in El Paso County. You might want to say

currently under the jurisdiction of El Paso County, or currently outside city limits or outside the city boundary.

p 102-103

Do people actually use QR codes that much anymore? Seems like they are falling out of use.

p 104

All specific positioning of donor benches will be determined on-site by park staff. All donor bench plaque language must be approved by park staff.

Seems like both references to donated benches should be donated benches and tables, and possibly other items (maybe someone might want to donate a picnic pavilion, or the outdoor classroom, or ...), though an earlier section talked about only benches and picnic tables.

p 105

materials for stream bank resiliency

While I agree with matching the color, I don't think it all has to be local rock. The design guidelines should allow for other material and new technologies that allow for protecting the stream, bank, vegetation, etc., and blend with the natural rock and colors. Ex, some colored concrete seems to blend well. Some manufactured materials could even look more natural than locally quarried rock where all the rocks are flat and the same height or otherwise fit together unnaturally well.

I think all the occurrences of "precedence" should be precedent.

(There's also at least one compliment that should be complement.)

Ditches

Other materials that blend in with the natural colors and materials should be allowed for ditches. The colored concrete ditches along Pikes Peak Highway look good. Again, some non-natural materials can look more natural than rock that nest together unnaturally well. Ex, center photo on p 109 just doesn't look natural.

p110

Another group to allow access to as appropriate is Canyonwood residents.

p 114



consistent with the blue designation

Here blue should be black.

p 114

Wooden structures, as pictured, don't seem appropriate for trails in North Cheyenne Canyon. The design guidelines should say that they will be used along trails only if and when essential for resource protection.

p 115

Under All Closures:

Construction of reroutes should NOT be concurrent with closing of old trails, but must be prior to.

Active Closure:

Construct a new trail providing the desired access or experience prior to closing the existing rogue trail

This might not be possible in all cases, ex trails straight down the fall line, trails that are more than 35% grade, trails that access any of the preservation areas on an map earlier in the doc.

Probably want to add: when possible, or probably better: when practical, as many things are possible, but prohibitively expensive, etc.

Active Closure

steps 4 and 5, cover the ... and seed the ... should be swapped. Granted, nothing says the steps listed are in order, but all the other steps are. These should be, also. You don't cover it with erosion control matting and duff and then spread the seed.

Passive Closure

Same comment as previously -- construct new trails ... when practical

Design Guidelines:

Trash cans should not be labeled "refuse". Just try to find someone that says refuse instead of trash or garbage or any of several other synonyms. Trash cans, if they have any label, should be labeled "trash", or, probably better, not inscribed with any word at all, as most people will probably figure out that something that looks like a trash can is a trash can.

I have not looked at the appendices yet, but thought I'd send this.

Thanks,

(name removed)

3/16/2018

Another thought:

What is the plan for access to Greenwood Village and Green Settlement, or whatever the right names are? If it is beyond the scope of the master plan, it might be good just to say that somewhere.

The map of the Cheyenne Mountain Heritage Trail should label the trails and roads used in the loop.



The map in the appendix labels several trails not in the loop, which helps for context, but only Gold Camp Road and Chamberlain Trail in the loop.

(name removed)

3/26/2018

Dear Mayor Suthers,

I have to hand it to you. You have very cleverly crafted a plan with no plan which gives you and your Parks Department *Carte Blanche* to implement just about anything you want. I am reminded of watching Obamacare pass which I found to be a stunning moment, regardless of one's political affiliation, given the total vagueness and lack of understanding of the content and, in my opinion, the shady way in which it was passed. (Guilt on both sides of the aisle here now). This is no different. Perhaps this is the new norm in politics? Just throw a bunch of stuff out there to make it so overwhelming and confusing that no one really can digest it and shove it through and deal with the details later which did not work out so well with Obamacare, in my opinion - and even Bill Clinton's ultimately too which was a real moment of validation given his political persuasion...this is not the way public policy is supposed to be implemented. Figure out the details first, and then ask the people permission to make specific adjustments to their public lands.

Before offering feedback on the North Cheyenne Cañon Master "Plan", I have one quick question. (*Citizen name removed*), a citizen you represent asked after the 2/1 "Public Meeting where the Public Was Not Allowed to Speak Publicly", why the City was talking to the Broadmoor so much. (*citizen name removed*) emailed (*staff name removed*), and here is part of that exchange:

(Citizen name removed)'s question: Why is the Broadmoor even included in the process of creating the North Cheyenne Canon Master Plan?

(staff name removed) answer: We have worked to include business owners and North Cheyenne Canon residents who may have a direct interest in the North Cheyenne Canon Master Planning process. The Broadmoor is a stakeholder in the process as they are the business owner of 7 Falls with access to their property through the park. This is also the case for the residents of Canyonwood and the Cheyenne Cañon Inn whom we contacted early on in the process.

As you can see, it was the City who explained that the Broadmoor is a stakeholder in this process because of 7 Falls. Okay, fair enough. As you will also see, (we were) informed that several stakeholders were involved and was given The Inn at Cheyenne Canon as an example. Well, you know what. We contacted the owner of the Inn at Cheyenne Canon. (Citizen name removed) actually met with (citizen name removed), the sole owner of the Inn at Cheyenne Canon, in person. (The owner) was adamant in saying that she had not once been contacted by the City regarding the North Cheyenne Canon Master Plan. Can you help us understand that one? Is there confusion about who the stakeholders are? Do you have a list of the stakeholders published anywhere and the dates and times of the meetings which were held to discuss your plans for the people's land?

Feedback on the "Plan":

Caveat: it is almost impossible to know what is really being proposed here. Even my Junior in high school daughter who is pretty sharp, conscientious and involved (has been President of her class for the last 5 year and now at CMHS) attended these meeting along with her peers and spoke several times with (staff name removed)



asking on several of the points, "But wait, so are you doing this one or not?" and was outraged to hear in response, "These are all just recommendations."....when high schoolers get it, you know it is obviously wrong. With that in mind, we went from 4 specific proposals to a public announcement at the second meeting (after the outcry over buses and road and pull out closures) saying, "We heard you. We are not implementing any of these." which the people foolishly thought meant they were starting over; but no, we learned that it now became just a big bucket of "tools" you want approvals to implement and almost every single one of them is still in the bucket except maybe the gondolas. So, it makes it a challenge to identify points of concern given such vagaries -- this feedback is to the very best of my ability in understanding what options are still in the basket of goodies:

1. This ain't no Plan. I prefer the Cambridge English Dictionary as a reliable source for the meaning for English words. They say this:

plan, noun, 1. A <u>set of decisions</u> about how to do something in the future. All good fiscal conservatives love this usage in a sentence: *The government recently announced details of its plan* to <u>streamline</u> the <u>taxation system</u>. Can you imagine a tax plan being passed which offers a massive basket of goodies with no decisions assigned to each, but rather a, "we might impose 25%, 50% or 70% taxes and a 25%, 50% or 80% capital gains tax, etc," you get the point. That is exactly what you have given the people of Colorado Springs. A bucket of park commercialization ideas some of which will cost well into the millions of dollars (paving Gold Camp will cost easily a minimum of \$2,000,0000 which we hear is going to happen though who can really know what is going to happen with that "plan"). Passing this "plan" is giving you and your Parks Department an open checkbook to pick and choose whatever your heart desires and spend with no approvals or oversight needed. Does this seem wise to you?

- 2. Buses: No to buses ever. Full lots mean full trails. It is a natural park protection. We should not crowd the park on the three busy holiday weekends over the summer. If it is full, people can find something else to do. Furthermore, Cheyenne Cañon is a slot canyon which traps pollution. The average bus emits 16 times the Nitrous Oxide and 28 times the particulate matter as a 4 passenger car. The math does not work at all unless you have buses constantly carrying 4-7 times a passenger car, and we all know that those buses will be running empty a lot. As you undoubtedly are aware, North Cheyenne Cañon is a high critical habitat for the Mexican Spotted Owl, AND we have a thriving humming bird population which migrates to NCC every year. This pollution will displace that wildlife. Last, to have 2 way bus traffic, one needs to blast canyon walls -- absolutely NOT. Colorado State law requires 3 feet of clearance between vehicles and bikes or hikers. There is no way you can get two way bus traffic in the existing canyon without blasting the canyon walls in some spots. Are you seriously supporting cramming more people into a spot you made smaller by giving away 1/3 of it and destroying parts of it to accommodate wider roads for buses to pollute it?
- 3. Roads: No to giving the Broadmoor a road (part of Mesa was proposed) or closing the road between Starsmore and 7 Falls.

They can create a bus turn around on their own land inside their gate at 7 Falls, or should they end up with Strawberry Fields, put a turn around on their land at Strawberry Fields. It displaces low income, minority families who heavily use those picnic areas all summer long. These people will have fewer picnic areas and have to



schlep their strollers, coolers, gear across trails while Broadmoor guests ride in luxury straight to their destination using roads which were previously used by the public to directly access picnic areas?

Does that seem appropriate?

Further, it exacerbates traffic issues eliminating a natural dispersement of cars and people. Most importantly, it is a fire egress hazard potentially risking lives in an emergency

We already had one fire in 7 Falls. We asked one of the local fire department's their opinion, and they want that road open with two way traffic able to exit the area in multiple directions - not a gated road closed to the public. http://www.kktv.com/content/news/Firefighters-battling-structure-fire-at-Seven-Falls-438707023.html

- **4. Pavilion above Starsmore: No to tearing down the family picnic and wedding pavilion above Starsmore** which has been used by many over the years for special events. This is one of the only spots in North Cheyenne Canon where the public can affordably gather and host private events at low costs in a secluded setting. No to reclaiming nearby trails
- , the "Interpretive Area",

which has been used by hikers of all races, religions and income levels for the last 120 years

- and, more recently, is actively used by lower income, minority families. Still working through more details on this recommendation which will come under separate cover in a much more detailed email deserving of great focus and care.
- **5.** Vandalism/Shenanigans: Use park police to address any "shenanigans" that go on in the park and park rangers to parking tickets. Closing the park at night denies many who do full moon night hikes and further condenses your usage time -- making more congestion problems. **Most importantly, empty, closed parks are EXACTLY what attracts "shenanigans".** Much better to have park police and traffic to disrupt these instances not to mention as a safety for the people who live inside or near these areas. It is another counter-productive move.

Park police are your answer.

6. Parking: Leave all the pull outs (42) in place. Again, why would you take actions which create more parking/traffic issues?

You are creating more traffic congestion. Just because there is not a trailhead there, does not mean it cannot be a natural place to stop and enjoy the park or park to walk to a trailhead. Expand parking where it is naturally allowable.

7. No to theme park additions: Things like gondolas, hanging walkways,

big metal blue frame advertisements, ferris wheels, plastic pony rides, merry go rounds or any attractions whichcreate a less natural atmosphere in the park. I mean, honestly, this is historic public open space which is the habitat of the entire food chain of wildlife in Colorado including endangered species like the Mexican Spotted Owl.

Last, we see you added a marketing budget to promote the canyon....first, how do you have the money for all these goodies when you could not afford 2 guys and a truck to pick up trash in Strawberry Fields, and, second,



how does that square with a park that you claim is "loved to death" -- which you just reduced by 1/3 by giving the Broadmoor Strawberry Fields and which you are further constricting if you close pull outs, roads and sections of the park? Do you see why everyone is so confused by this "Plan"? The vast majority of ideas are going to make NCC a zoo and trash the trails and the park. We have a national park called Yosemite. You may have heard of it. It is a stunner and one of America's shining examples of why the US is such a great nation protecting these special lands. My daughters did the Half Dome cables there last August. Do you know how one gets to do the Half Dome cables at Yosemite? You gotta stay up until the wee hours of the night and on multiple days apply for permits until you hopefully get one. They only allow 200 people per day to access that trail. The Donohue Pass has a cap of 45 hikers per day. Again, the Cambridge Dictionary defines stewardship as this: stewardship, noun, 1. The way in which someone controls or organizes something. 2. care or management.

Cambridge usage in a sentence:

The <u>team</u> has <u>fallen</u> to new <u>lows</u> under his stewardship.

Why do you think Yosemite takes the approach of issuing permits to pretty small numbers, actually? Do you think it has to do with protection of the natural resources?

Your Parks website state this is your mission: ...open spaces that contribute to the **department's mission to enhance the quality of life for its <u>residents.</u> Does this basket of commercialization goodies serve your mission which is for the quality of life for the residents**, **your constituents**, or is it to serve the interests of tourists and corporations?

	Yosemite	Maroon Bells	Hanging Lake	North Cheyenne Cañon
# Visitors Annually	3,853,484	380,000	365,000	450,000
# Visitors Daily	10,557	1,041	1,000	1,233
Acres	748,426	181,000	760	1260
Daily Area Dispersement (Acres/ Daily Visitor)	70.9	173.9	0.76	1.022
Miles of trails	750	175	1.2	20
Daily Trail Dispersement (Miles of trails/Daily Visitor)	0.071	0.168	0.001	0.016

As illustrated by the above chart NCC is already FAR worse than Yosemite (gigantic park) and Maroon Bells in terms of acreage and trail dispersement of visitors. In the case of Yosemite, one will encounter a visitor every 70 acres in wilderness hiking and every .07 miles in trails. For Maroon Bells it's every .168 trail miles. For NCC, it is a visitor every .016 miles on trails and every acre of land -- far more congested than parks who have restrictions in place or are implementing them. Hanging Lake has similar density problems to North Cheyenne Canon -- and you know what they are doing? They just implemented a CAP reducing the number from 1,000 to 615 per day. NCC gets more visitors annually than Maroon Bells (450,000 versus 380,000), and Maroon Bells 111 TIMES the size of NCC with 181,000 acres versus NCCs now 1626 acres. Do you know what

Maroon Bells is doing in terms of visitors? Like Yosemite, they are restricting access NOT promoting more and trying to accommodate every visitor at every moment in time. Think about it, Maroon Bells is starting to put permit caps on camping in a 181,000 acre area which gets FEWER visitor than NCC - an area which has the highest dispersement of the 4 parks analyzed with a visitor every 173 acres, and they are STILL implementing caps, and you are advocating pouring more people into an area (you made smaller by a 1/3 giving away Strawberry Fields) which already gets 70,000 more visitors a year on 1/111th the area of Maroon Bells. Crazy. So, Yosemite, Maroon Bells, Hanging Lake --- they are all imposing visitor caps and limits (good park stewardship) while you are proposing more visitors plus advertising and promoting so even more people will come. Does that make ANY sense? Do you think one of our nation's most revered public parks, Yosemite, which has a \$20 million foundation, the Yosemite Conservancy, doing research, trail maintenance, wildlife conservation and overall park stewardship supporting it knows what they are doing? Or, do you think these parks are issuing restrictions just to be meanies? Ironically, NCC is older than Yosemite -- this is an historic open space -- it is not some theme park to be gentrified and exploited for commercial gain.

Here's your solution:

- 1. Full Lot Notices: Post full lot notices on the website with text alert notifications to those who sign up and a sign at the entrance. On those rare holiday weekends when Mt Cutler, the Gold Camp lot and Helen Hunt ares get busy, people will be alerted.
- **2. Park Police:** Hire park police and give rangers parking ticket privileges. "Shenanigans and parking violations" solved.
- **3.** Leave the rest as is: Make no other changes other than maybe adding trails over time, but it is really pretty well trailed as it is.
- **4. Horse blinders:** Provide horse blinders to Broadmoor guests (I suggest emerald green satin with a big gold embroidered "B" in cursive) which they can don should there be any of the "undesirables", as they have been described to many citizens, picnicking along Mesa or hiking in the "Interpretive Areas" or areas which abut or are visible from 7 Falls or Strawberry Fields. The bus drivers, upon seeing any "undesirables" nearby, can alert guests to please quickly put on their horse blinders until they are notified all is clear and safe. And, if Strawberry becomes a horseback riding area (**6 rides a day at 15 horses equals 1,080 hikers on those trails a day!**, btw.....talk about trampling trails), I will take a pair of those horse blinders as well to block out the slew of rich visitors trampling over historic public lands.

Easy, simple and cost-effective. Both this process and the end result are an insult to the people you represent. Branson is where you are taking us -- and while some may think that is a nice place to visit, no one wants to live next to theme parks, and it destroys property values (as your own park economic impact study you presented at, naturally, the Broadmoor last year illustrated). More crime, more pollution, trampling trails, and displacement of wildlife -- this is not good stewardship of historic public lands nor is it geared towards better serving the residents of Colorado Springs or, frankly, the visitors who will find a much less pleasurable outdoor experience than what we have today. Once again, you possess the power to redirect...to make the right call and protect our historic public lands.

Warmest regards,



(name removed)

3/16/2018

My apologies, I failed to include City Council in this. Resending copying them as well in case there are comments to made, they should see them.

(name removed)

3/16/2018

(email addresses of city staff and news outlets removed)

Mayor Suthers,

This is just the short list. There are so many reasons for dumping the current draft of the North Cheyenne Cañon Master Plan that one email will not suffice.

You can look forward to more.

Park Roadways, Parking and Circulation: Every day there are private, commercial vehicles which travel to Seven Falls on both Mesa Ave and the South Cheyenne Canyon Road. All three of the proposals (B1, B2 and B3) for the south canyon have Mesa Ave closed to all but Broadmoor shuttles. Two of the three proposals (B2 and B3) show the South Cheyenne Canyon Road also closed to vehicular traffic. If both roads are closed how then will these private commercial vehicles access Seven Falls? Special permission to travel on Mesa? With authority granted by whom? Why would these private, non-Broadmoor vehicles be admitted and no others?

This is not to even mention that emergency access to Seven Falls in an evacuation scenario from the one-way-inand-out box canyon will be reduced by a full 50% if the "loop" no longer exists. That is flat out dangerous and highly irresponsible.

Is the closing of a city street to all but the vehicles of one private business unprecedented? Can Parks point to another such arrangement in Colorado Springs either now or in the past?

Use of the word "shenanigans" (mischief) suggests a minor law enforcement issue. Why institute a drastic locked-gates-and-fences solution for a minor problem which should rightly be in the hands of law enforcement?

Additional impervious surface area in the form of parking lots now not there will unquestionably increase the rapidity and severity of creek flooding and thus potentially devastating damage to homes downstream.

As of this writing the United Staes Geological Survey has not been consulted w/r to relocation of South Cheyenne Creek. Water flow data in that area is critical to the safety of homes and businesses downstream in a flood situation. It is the USGS who collects that data stream-side in the south canyon.

This may or may not be the park director's first master plan exercise here in Colorado Springs. I have not yet checked. But it clearly represents a drastic departure from any sensibilities to the land itself. That sensibility has always been the hallmark of master planning of parks in Colorado Springs and cannot be set aside in the name tourist revenue. It is the heart of our parks that you put at risk when tourism and revenue take precedence over the land. If you ruin North Cheyenne Cañon Park - particularly at it's all-important gateway - **the tourists will not come**.



(name removed)

PS Not all of the stakeholders in this master planning process were contacted (at any time). The draft is now being presented to the Parks Advisory Board without their critical input. Based on this fact alone I submit that the draft is not ready for presentation to the board.

3/17/2018

I use the park at least twice a week in warm weather, mountain biking accessed via the Chutes from the neighborhood below. Three areas of concern:

- 1-Gold Camp road surface: The gravel surface is very important to the character of the canyon and the driving experience and encourages slower speeds. Paving would increase speeds and traffic counts. Convenience to autos would create greater hazard for the large numbers of hikers and bikers who share the trail with cars. The cost to pave and upgrade drainage system would be very high and installation would cause damage to areas skirting the road. I'd rather see the scarce monies used to improve and extend trails, particularly in the bottom of the canyon and on the south side. Dust control: At one time, mag choride was used for dust control. Is it considered too harmful to nearby trees to use regularly?
- 2-Reducing pullouts: the existing pullouts are well dispersed and provide a convenient short-term stops and for visitor photo opportunities. I'd suggest not removing all of them but instead, blocking the social trailheads and posting the spaces for short-term parking only.
- 3-Downhill mountain biking dedicated trails: I acknowledge a conflict between high-speed downhill mountain bikers and other users but they are a relatively small percentage of all users. The downhill subset of riders consistently show little regard for other users of the trails by their lack of trail courtesy and their high-speed descents on blind curve trails. The Chutes is heavily used by casual bikers and hikers and should not be removed as a trail option for all, thus penalizing those users by dedicating it solely to the downhill crowd. Better posting to encourage control of speed and trail courtesy should be adequate to remind all users to show consideration.



3/17/2018

I write to share my feedback on the subject plan. Having attended one public meeting, talked with many citizens, and finally read through the draft plan, I offer the following comments:

- 1. This plan is low on recommendations, and recommendations listed are rarely specific and allow for the the Parks Department to unilaterally make final decisions. This does not engender trust in our city and is not responsive to the needs of our citizens.
- 2. The plan is 118 pages long, and the actual data and recommendations do not begin until page page 64. Readers must wade through so many pages, backup, and fluff, that it is difficult to find the meat of the document. If this document is truly meant to inform the citizens then it should at the very least include an area where all recommendations are summarized, while including process and timelines for each recommendation.
- 3. The plan mentions attachments/appendices but these items are not included at the end of the document.
- 4. I am most concerned with the planned and possible roadway changes, as it is unclear what changes with occur. Whether true or not, this looks purposeful on the part of the Parks Department so they can work with Public Works to affect whatever changes they deem appropriate. With the substantive public process, there should be no ambiguity in these road changes. Since it's difficult to understand the three maps provided (which are very small) I have listed the changes I do and don't support.
 - a. While I support the use of public shuttles to move people within the park for temporary use during the high summer season and for events, I do not support the closing of any of the roadways to be used for the private use of the Broadmoor or other private entity. I also do not support closing or shortening any trials that allow the Broadmoor its exclusive access to our trails. Any future shuttle service should be approved by the Parks Board as a modification to the master plan.
 - b. I support a parking fee in the canyon
 - c. I do not support an advanced reservation system as this will benefit those who know the system. Entrance should be on a first come, first served basis.
- 5. Lastly, although there was discussion on the idea of having at least one trail set aside for off-leash animals, the draft plan does not include any support for this amenity. I strongly recommend the plan add at least one trail that allows off-leash dogs.

Thanks for your time.



3/17/2018

Please Keep Nature Natural --- North Cheyenne Canon



(name removed)

3/17/2018

i am distraught and offended that our city leaders would disregard the will of the people as designated by a vote over a century ago to give city land to private enterprises, it seems to be done. And was a done deal before it was rolled out to the public. To further offer our city lands to the hotel or to restrict access to what is left of Cheyenne Canon park for the sake of making it a less wild more commercially attractive place in the eyes of those who do not come for wild experiences is a further offense. We may be behind most major cities and towns when it comes to spending money on the parks. However, commercialization is not the way to improve this. It seems to me that the Mayor and the City Council do not really care about the citizens who vote and pay taxes on this issue but rather businesses and tourists seem be the concern. We did not vote for you to take outside interests as priority. We did not vote for you to close of parks and "gentrify" nature. We voted for you to improve the beauty and prosperity of the city while maintaining the freedom of access to that beauty. I am against this proposal and will continue to rally citizens against this proposal. Just like the big blue sign, this proposal has poor execution, poor communication, and is not for the citizens of Colorado Springs. **Do not proceed with the proposal.** I have given you my input and suggestions to improve the Cheyenne Canyon area.



3/17/2018

Dear Mayor Suthers, City Council, and Parks Department,

I must object most strenuously to the draft of the new NCC MasterPlan. This is a blank check that allows the parks department to do whatever it wishes over the next 10-15 years to a beautiful and valuable resource of Colorado Springs. It is a major and egregious departure from all previous Master plans. The 1999 Master plan outlined specific plans and recommendations. Please refer to the 1999 North Cheyenne Canon Master Plan, pg 42-48 for Lower Canon, Middle Canon, and Upper Canon recommendations, numbered and listed specifically and succinctly. In contrast, this "plan" consists of a "toolbox" of "8 conceptual approaches" which allow for a variety of possibilities for the future without details or fiscal feasibility. Furthermore it is stated in this plan that, "any decision to engage or not engage the public input beyond this master planning process is at the discretion of Parks", (pg 65) meaning that any one of these myriad options can be acted on at any time. The "public process" so far seems to have been a waste of time, since the feedback that was given has been ignored, despite claims to the contrary, and most initial options still reside in the plan. One glaring example: shuttles. It is stated in the Master Plan that, "A Park access shuttle, either summer or all-year, was strongly supported by the public process participants in the October meeting". (pg 67). This interpretation is quite surprising, considering that the first group responses to shuttles in the Management Toolbox Options only garnered 18% (for a year round shuttle) to 27% (for summer only shuttle) approval, according to the pie chart handed out by the City itself at the Oct 17th meeting. (See above attachment). This is NOT "strong support" no matter how the numbers or the graph are manipulated (please note the tilting of the graph so that it appears that the shuttles pie is bigger!). The organizers assured us that "they heard the public loud and clear" when an outcry against shuttles was made. And yet, the options for a shuttle persists and continues to reside in the plan, despite public outcry. See pg 56, "allow for a future shuttle facility". In fact, the initial presentation of the Master Plan looks remarkably similar to the final draft, with most options (with the exclusion of gondolas and rerouting the creek) included but none designated as a final recommendation. Close half of the South Cheyenne Canon Loop and gate off and prohibit public use on the other half, giving access only to Broadmoor buses? (Toolbox options 8.2 or 8.3)? Still in the Master Plan as an option. Sterilize the south canon loop? Still in the plan. Close a beautiful and popular meadow that has been hiked for years (the "interpretive area" now renamed the "Natural Preservation Area), and which was the public choice for the Chamberlain Trail that happens to overlook Strawberry Fields? Suspension bridges? Still in the Master Plan as options. The marketing pages to promote the NCC smacks of the famous "blue sign", also a marketing option, albeit a failed one. Buried in the plan are the options for private vehicle entrance fees, parking fees as well as a plan for concessions. I do not want NCC to turn into Branson or Disneyland and I find this Master Plan to be a sad substitute for previous straightforward approaches. The public of Colorado Springs who use and value open space deserve specific PLANS in a Master Plan, not a hodgepodge of options that can be used to rationalize or justify any changes made in the future.

One final and somewhat unrelated note. I have found in 2 different conversations with (*your consultant*) that she is easily annoyed by questions and can quickly become defensive if these ideas are challenged. When I gave her some of my above feedback last week (*the consultant*) first remarked that it was too bad I had not read the Masterplan, and then told me that it was a shame that I did not understand the plan. When I responded that I had both read and understood it she told me that she would no longer talk to me, turned on her heel and left with her colleague. I had a similar response from her during a phone conversation 2 months ago when she was



in her office. I found this to be immature and unprofessional and would like to point out that if the person who is charged with handling public feedback is unable to interact with the public in a polite manner, then perhaps she is not the right person or business executive for the job,

(name removed)

3/17/2018

I finally sat down to write you all something today. It was going to be an email, that I could also turn into a letter to the editor. Instead, it came out in the form of a poem.

Here it is. Thank you for taking the time to read it.

Sincerely,

(name removed)

I sit with my notebook and write at a wobbly, splintery picnic table, one of many under this public pavilion. At least some underpaid city employee was told to paint them brown.

Through the scrub oaks, I see: four old ladies with hiking poles and sun hats, three hardcore mountain bikers, a snake of multi-generational hikers, two deer grazing,

a young couple from Palmer Park stringing up a hammock, an elder couple with binoculars, a mother and teenage daughter looking for a trash can in which to place their pooch's poop.

I scramble up a short social trail to the mesa above the pavilion, and there it is: a spectacular view of Strawberry Fields, where King Philip plots his Broadmooresque stable and party picnic venue.

Up here, I watch a hawk hover, hear a bluebird call, and discover a decomposing coyote.

Below, in the south canyon, I watch white whales shuttle up and down, as a blaring ambulance struggles

upstream towards Seven Falls. The trails on this wild and unnamed mesa below Mt. Cutler are slated to be closed in the new Master Plan -- a plan meant to deflect from the city's neglect.

What should a Master Plan have? What does a City Park need?



Closed public roads? More trailheads and parking lots for tourists?

Private-public partnerships where somebody profits?

Ideas that will never be funded because we can't even afford to take care of what we've got?

Nah. What we really need is simple and more cost-effective than that: picnic tables made from those newfangled recycled weather-resistant materials pullout parking areas that make the creek and its coolth easily accessible to all trail systems that respect and reflect the needs of the locals who use them a limited number of cars, but only during peak summer weekends a regular maintenance crew to keep the picnic areas beautiful friendly city park rangers to enforce the rules a budget that reflects our values trash cans near picnic sites clean, open restrooms and above all else... that playground you promised the children in 2003, but never built.

3/17/2018

NCC Draft Master Plan Comments

Things we are in favor of:

- 1. We like the idea of keeping Starsmore open year-round; visitors to the canon will be happy that the restrooms and drinking water are available, we're sure.
- 2. Closing the park at night with secure gates, while allowing access for residents, is very important. At the end of the summer in 2017, there were several people every night carcamping in the cañon in the pull-outs and trailheads.
- 3. Bilingual (English/Spanish) signs in the park is an excellent idea. Last summer we had a lot of Hispanic visitors.
- 4. We are all in favor of the planned bridge replacements. The professional stone mason hired by the city to do work on the new Evans Ave. bridge did a beautiful job. We're sure that the new bridges will be just as attractive and a lot safer than the old ones.
- 5. It is very important to address the social trail which goes from the upper overlook at the Silver Cascade Falls Trail to Gold Camp Road. There is a huge amount of erosion occurring because of it. This causes a big problem on the Silver Cascade Trail right before the overlook, especially after every large rainstorm, when a huge quantity of gravel washes onto the trail as cascading water runs down from Gold Camp Road. The trail itself also washes out. A retaining wall needs to be built up there on the south side of Buffalo Creek to preserve the trail and prevent visitors from sliding down into the creek.
- 6. Extending water & sewage utilities up to Helen Hunt Falls would be very expensive. The

What we are opposed to:



money could be much better spent on maintenance, signage, visitor safety, and staff salaries. Most visitors accept the porta-potties as part of their Rocky Mountain experience! Very important improvements which need to be addressed, but were not mentioned in the Draft Master Plan:

- 7. A new park entry gate portal is mentioned, but without including the addition of an informational pull-out with a large "no trailers or large RVs" sign, plus other important information about the park.
- 8. The wall next to Helen Hunt Falls with "Bruin Inn" written on it is badly bowed out. If it gets washed out, the whole hillside above it will follow. Something needs to be done about this dangerous condition.
- 9. There is a huge volume of traffic on the Silver Cascade Trail. It is very popular with Colorado Springs residents as well as out-of-state and out-of-country visitors. This is a real high point for many people during their visit to our city, or for residents who are bringing their out-oftown visitors to NCC City Park. Yet, the trail is not well maintained, and the fence from the top of the trail down to its midpoint is a joke. Let's show some respect for visitors and residents alike and build a secure fence to the top, and provide timely maintenance for this very attractive asset!
- 10. Striping the road up the cañon is vital to improving safety on that road, but was not mentioned specifically in the draft master plan.

(name removed)

3/17/2018

Dear MasterPlanners,

Please be reminded that respected past and present member of Parks and Recreation Department, The Parks Board, TOPS, and TOSC the master planing process and associated Land Exchange were and are corrupt, misguided, ill-conceived, and harmful to the stated goals of our parks and city.

(Citizen name removed)'s comprehensive review of the Master Plan hits several points that bear serious consideration.

This whole Broadmoor/City endeavor reminds me of a time bomb placed by the unwitting. Shame on all of you.

Good luck,

(name removed)

Apologies to all: The first sentence is now in English.

Begin forwarded message: (same text repeated)



3/18/2018

After you have given away my public park to a private entity.

After you have made it so I can not access my public park.

After my park serves only the tourist passing thru.

After my park is only accessible to those who can pay.

How will we ever get back what was mine?

You have a mish mash plan, that is not a plan but a give away to private enterprise.

Fund our parks at the levels they deserve. Honor our ancestors who valued parks. Keep our parks open to the citizens. That is what makes Colorado Springs a place worth living.

(name removed)

3/18/2018

Dear Mayor Suthers and Master Plan Consultants,

The new draft of the North Cheyenne Canyon Park (NCCP) master plan is seriously flawed. It is a bucket list of options and tools that amount to ruinous overreach, some of which defy common sense (and make just about anything possible). The Canyon, first and foremost, should be left in its natural state -- as much as is still possible. There is no need to introduce noisy, fume-emitting shuttles, or to blast away its ancient granite walls to accommodate those same shuttles, or to redirect the flow of snow-fed South Cheyenne Creek, or to strap large and disfiguring cantilevered walkways and bridges to the canyon walls.

(Note to: (staff name removed), Would you please forward these comments to members of the Parks Board.)

Let carrying capacity determine what decisions are made about NCCP. Indeed, let the existent parking areas and pullouts, re-lined with marked spaces for efficiency, determine the number of visitors admitted into the canyon at any given time. This is a small, narrow space we're talking about. It's also an area noted for wildlife diversity. For these reasons and others, it makes sense to limit the numbers -- and not see how many people we can shoehorn in.

And, by the way, it is not the job of the City parks department to market for more tourists and then propose a major engineering overhaul of a spectacular natural feature simply to accommodate them. It should be remembered too that the park belongs to City's residents. It is they who voted to save it in 1885, who have raised money and contributed sweat equity to steward it, and who continue to pay taxes for its support.

Many of the proposals in the 130-page, 2018 NCCP master plan were not received with enthusiasm by all of the 100 to 150 individuals who attended the planning sessions. I suspect a majority of city residents if asked to vote on some of these proposals, aside from some of the trail improvements, would undoubtedly give them a thumbs down. Already over 3,500 people have signed a petition on Change.org, against the heartily disliked proposals to enlarge the North Canyon road and introduce shuttle buses; not to mention, to shut down a large portion of South Cheyenne Canyon to the public.

The effort to cut off parts of Mesa Avenue to benefit the Broadmoor, to remove picnic areas along South Canyon Road, and to sterilize the beautiful area at the base of Mount Cutler, making it off limits, is an act of

economic discrimination against lower income families and ethnic minorities, who regularly enjoy picnics along the South Canyon loop. The picnic sites located there are convenient, scenic, well-laid out, easy to get to, relatively private, and ideal for family gatherings (As for shenanigans, park police should be on hand when needed.)

The idea that the area below Mount Cutler is an "interpretive site" stretches credulity. As one respected local historian, a third-generation Colorado Springs native who knows the land well, has pointed out there is no build up of residual soil deposits at this site that would hide significant finds. And given the numbers of social trails in the area, it's a pretty safe assumption that important Native American structures or artifacts on the site would have been found long ago.

Let me remind you of a bit of history regarding NCCP. In the spring of 1883, Colorado College president E.P. Tenney erected a series of toll gates in North Cheyenne Canyon, land which the College had purchased as a real estate investment to raise money for the financially strapped college. A Congregational minister, Tenney believed that in raising money for education he was "Doing the Business for God."

Here's what angry citizens had to say about Tenney's widely hated tolls. In 1883 "A Working Woman" complained that the canyons were not open on Sunday. In a letter to the *Gazette*, she lamented the fact that the canyons were the "natural breathing space" of the town and that to deprive working people of access on their only day off was a "public Calamity." Another outraged citizen protested that this was not God's work in the "way the Bible taught." Is history about to repeat itself?

Traditionally master plans are conducted after a piece of land has been saved. Because of the lawsuit filed by Save Cheyenne against the City/Broadmoor, the title to Strawberry Fields is clouded. That means that if the lawsuit, which will be filed as an appeal to the State Supreme Court (a Writ of Certiorari) in just a few days, is successful, a master plan, which includes Strawberry Fields, will have to be redrafted.

Some, if not all of the trail changes proposed in the 2018 NCCP Master Plan, are good ones. But leave the canyon intact. It belongs to the residents of Colorado Springs. It is our park. As for the road, it is well-designed to fit the narrow, winding, stream-carved canyon. It limits traffic and keep speeds down. Again, it's all about carrying capacity. And, it's also about considering the needs and preferences of the people who actually live here.

Sincerely,

(name removed)

3/18/2018

To the NCC Master Plan Team --

Per the announced NCC master plan process, following are comments I would like to have considered in finalizing the proposed NCC master plan. I make these comments from the perspective of having hiked every official (and unofficial) trail in the Canyon many times over during the past twenty-plus years and from eleven years spent on both the TOPS Working Committee and the Parks Advisory Board.

Note to *(staff name removed)*: Would you please forward these comments to the members of the Parks Board for whom I don't have email addresses and to appropriate Parks Department staff members. Thanks.



Let me start with two general comments which don't apply directly to the master plan, but to the timing of this exercise and the funding of its implementation:

This is a plan that should have been done **before** the Broadmoor/City land exchange was considered. Had this been done, the citizens (who are the true owners of our parks and open spaces) would have had a chance weigh-in on what they wanted done with the totality of North Cheyenne Canyon Park including the one-third of the oldest and most historic part of the park that was gratuitously offered up to the Broadmoor.

This obviously didn't happen. I would further argue now that with the land swap still under litigation, the planning exercise should have been deferred until after the legal process has run its course. As it is, we now have a plan that includes land the City many not ultimately own and excludes land the City may ultimately be judged to still own. This a potential waste of public resources in doing the plan now.

My second general comment is about the initial funding package for the plan's implementation -- \$200,000 from TOPS, divided \$100,000 from the "parks account" and a second \$100,000 from the "open space account." The latter was apparently justified by the inclusion of the Stratton Open Space and the recently TOPS-purchased Powell property in the plan. However, once the planing exercise was underway, it was further announced that in Stratton only "trail connectivity" would be considered because this property already had a just-completed management plan. \$100,000 worth of trail connectivity? Likewise, the 37 acres of the Powell property appears to be an equally minimal part of the plan. What we have here is a totally inappropriate raid on the TOPS open space account.

Now to the plan itself:

Having known, worked with and liked (consultant name removed) and her colleagues for many years, it pains me to have to say that I believe this is the most frustrating parks master plan I have ever seen -- despite all the beautiful pictures, graphics, excellent historical background (okay, mostly taken from the previous NCC plan) and a number of eminently sensible trail enhancement proposals.

What is wrong? First of all, the plan is basically a grab bag and a blank check for the Parks staff. Things that are ruled out in one part of the plan reappear as options later. Example: four highly unpopular road/traffic realignment options are ruled out in the beginning of the plan, but then largely reappear as parts of the so-called "toolbox."

The draft plan's treatment of what is left of the South Canyon in the park is equally duplicatous. If toolbox option 8.3 is implemented (and it is listed as the preferred option), the South Canyon will be closed to all but foot or bicycle traffic. I know from personal observation that this is a part of the park, with its convenient roadside pullout picnic areas, that is heavily used by people from all parts of our community -- and particularly by many lower income families. Social justice?

Likewise, the sterilization of the beautiful mesa below Mount Cutler which separates the North and South Canyons (see the final picture in the draft plan) seems totally counter-productive. At a time when we face increased user pressures in the Canyon, one reasonable solution would be to disperse usage to underutilized areas -- particularly nearby and easily accessible parts of the park. The Cutler mesa is such an area -- as was Strawberry Fields. Earlier in the plan process, the Cutler mesa was deemed to be an "interpretive area." In the draft plan it is now labeled as a "natural resource area" -- and seems to be equally off-limits. I understand there



have been some vague suggestions of Native American archeological finds on the mesa, but when the planning team and City staff have been questioned, no specifics have been provided. And, I suspect the same claim could be made about any other part of the park -- or other City-owned open spaces such as Red Rock Canyon.

In the interest of not being totally negative, I must say that there are a numbers of things about the proposed expanded trail network that make good sense and which I like. However, I do have three specific concerns:

First, the proposed creekside trail in the North Canyon: There was once such a trail, but for many years now that trail has been today's paved road. To cram in a second trail now which inevitably will require blasting of canyon walls and/or cantilevered walkway seems both unnecessarily intrusive and destructive. And, yes, we do already have the Columbine trail for anyone who wants to walk from Helen Hunt Falls to Starsmore.

Second, the proposed turning of the Chutes in the Stratton Open Space into a one way downhill bicycle-only trail and the creation of a further downhill bicycle trail down to the Ridgeway trailhead is unwise and will result in user conflicts. The lower (dog) reservoir area is the most heavily used part of the Stratton Open Space. Think dogs and people everywhere. I also question whether a high-speed downhill bicycle trail from the reservoir to the Ridgeway trailhead can be done in a sustainable manner. It was only twenty years ago that the entire route of the trail was dug up for a CSU water pipeline. Since then, this land has been closed to the public as a "reclamation area." And, has anyone consulted the neighbors whose properties back-up to this land?

Finally, back to the Mount Cutler mesa. The Chamberlain trail has long been a Parks Department priority. (Its extension further south through Broadmoor-owned land was a major justification for the land swap.) The current newest part of that trail -- the connection from the reservoir area on the Stratton Open Space down to the North Cheyenne Canyon Road -- is spectacular and very popular with cyclists and hikers alike. An equally spectacular option for the next part of the trail would have been to take it (using the present link to the lower Columbine trail) across the North Canyon road, then across the creek using the existing historic stone bridge, and then traverse it up to the mesa where it would stay high until it traversed back down to the South Canyon Creek just east of the Seven Falls gate. From there it ideally would cut up into the Strawberry Fields property where it would continue to traverse to the south and east above the lovely Strawberry Fields meadow. (Such a trail routing in Strawberry Fields was recently identified in the Broadmoor/NES Strawberry "Hill" plan proposal.) As I just said, it would have been spectacular. Instead, the Chamberlain trail is being routed down to the Starsmore Center and then south parallel to Evans Avenue where it would link into the southeast corner of Strawberry Fields. This routing will be congested and boring. I believe the trail around Starsmore is already a "dismount" area.

I will end with a few words about "marketing." This is the first parks master plan I can recall to give this much emphasis to marketing. Why are we proposing this extra effort to cram even more visitors into a place with a very finite carrying capacity? This makes about as much sense as the infamous big blue frame that briefly adorned the Garden of the Gods.

Thank you for your consideration of these comments.



3/18/2018

As a neighbor and frequent user of north Cheyenne canon and Stratton open space, I do oppose any part of the plan that would restrict access to the canon and open space during off peak hours, such as a one way shuttle. I also oppose adding any parking lots or structures inside the current park boundaries which would damage or otherwise impact the natural setting of the park. Please consider the values of quiet, nature and access as you move forward.

Thank you,

(name removed)

Sent from my iPhone

3/18/2018

Good afternoon!

I was up at Helen Hunt Falls & the Silver Cascade Trail this morning and was overjoyed to see that a retaining wall has been built on the creek side of the uppermost part of Silver Cascade Trail! This wall makes the trail much safer for visitors and much less of a chore to maintain.

Thanks for making this important improvement! Please add this e-mail to our comments on the Draft Master Plan.

(name removed)

3/18/2018

This city continues to let down its citizens with stupid, money-hungry decisions. Broadmoor clearly does not care about our community and money only. Just look at the Cog Railway for Christ's sake, it could be shut down for good?! And now you want to give them NCC. Wtf. If anything make NCC a STATE PARK!

- 1. Buses: No to buses ever. Full lots mean full trails. It is a natural park protection. We should not crowd the park on the three busy holiday weekends over the summer. If it is full, people can find something else to do. Create an online and text notification system to alert people when certain lots are full and post updates on a digital a sign at front entrance.
- 2. Roads: No to giving the Broadmoor a road or closing the road between Starsmore and 7 Falls. They can create a bus turn around on their own land inside their gate at 7 Falls, and should they end up with Strawberry Fields, on their land at Strawberry Fields. It displaces low income families who heavily use those picnic areas all summer long. These people will have fewer picnic areas and have to schlep their strollers, coolers, gear across trails while Broadmoor guests ride in luxury straight to their destination. It is the worst kind of elitism. Further, it exacerbates traffic issues eliminating a natural dispersement of cars and people. Most importantly, it is a fire hazard. We already had one fire in 7 Falls. We asked one of the local fire department's their opinion, and they want that road open with two way traffic able to exit the area in multiple directions not a gated road closed to the public. http://www.kktv.com/content/news/Firefighters-battling-structure-fire-at-Seven-Falls-438707023.html
- 3. Pavilion above Starsmore: No to tearing down the family picnic and wedding pavilion above Starsmore which has been used by many over the years for special events. This is one of the only spots in North Cheyenne Canon where the public can affordably gather and host private events at low costs in a secluded setting. No to reclaiming nearby trails which has been used by hikers of all races, religions and income levels for the last 120 years.



- 4. Vandalism/Shenanigans: Use park police to address any "shenanigans" that go on in the park and park rangers to parking tickets. Closing the park at night denies many who do full moon night hikes and further condenses your usage time -- making more congestion problems. Most importantly, empty, closed parks are EXACTLY what attracts "shenanigans". Much better to have park police and traffic to disrupt these instances not to mention as a safety for the people who live inside or near these areas. It is another counterproductive move.
- 5. Parking: Leave all the pull outs (42) in place. Again, why would you take actions which create more parking/traffic issues? You are creating more traffic congestion. Just because there is not a trailhead there, does not mean it cannot be a natural place to stop and enjoy the park or park to walk to a trailhead. Expand parking where it is naturally allowable.
- 6. No to theme park additions: Things like gondolas, hanging walkways, (ferris wheels and merry go rounds -- kidding they did not suggest it, but might as well given where we are heading) create an less natural atmosphere in the park.

Do not screw this up.

Thank you for your time.

(name removed)

3/18/2018

Below and also in the attached file are the comments submitted on behalf of the Pikes Peak Group of the Sierra Club regarding the draft North Cheyenne Canon Master Plan.

(citizen name removed), Conservation Chair

On behalf of the Pikes Peak Group of the Sierra Club, representing members in Colorado Springs and the Pikes Peak Region, I must strongly object to the manner in which the public participation portion of the North Cheyenne Canon master planning process has been conducted and concluded. We do not believe that the public was afforded a full and meaningful opportunity to participate in this final phase of the development of the master plan. The plan itself contains serious flaws which need to be addressed and for which further public input is not merely desirable, but necessary. We hope and insist that the public be given a full and fair opportunity to participate in the process to address these shortcomings.

Inadequate Public Participation

Several factors impeded, or are impeding, the public's ability to participate to a necessary and appropriate degree:

- 1. On Tuesday, March 6th, the City held an open house from 6:00 to 7:30 at Cheyenne Mountain High School to reveal the draft North Cheyenne Canon Park Master Plan. This was the only meeting scheduled to permit comment on the draft plan. Despite numerous objections from the public, the meeting was held on the same night as the Colorado Precinct Caucuses at a time which overlapped with the caucuses, posing a substantial impediment to citizens who might wish to participate in both events. City staff refused to change the open house date to avoid this conflict.
- 2. The March 6th meeting used an "open house" format, by which members of the public could circulate to various informational stations to learn about various aspects of the draft plan and make comments to City staff



at those stations, but had no opportunity to make public comments to attendees as a whole. No formal presentation was given by City staff to explain how matters raised at prior public meetings had been addressed.

- 3. The draft plan was not released for public review and response until the night of the March 6th meeting and was not posted online until the following day, making it impossible for members of the public to prepare knowledgeable comments or objections to present at the open house.
- 4. Responses to the draft plan are only being considered if received by March 18, less than two weeks after the plan was released.

We note in this regard that the draft Master Plan is available online as a 130-page, 31 megabyte file. The Introduction to the Management Plan is an additional 30-page, 4.7 megabyte file, and the Appendices are a 235-page, 54 megabyte file. Twelve days is not adequate time to review such documents in detail and prepare comprehensive comments, particularly for citizens who have work or other time commitments. Nor, for that matter, was an hour-and-a-half open house enough time to deal with all of the questions that likely would have been raised, had the plan been available for prior review.

We are particularly concerned regarding this limited opportunity for public comment because so many questions were left unanswered by prior public meetings. Questions were raised at the two public workshops, on January 25th and February 1, regarding road construction, traffic control, impacts to adjoining neighborhoods, possible closure of portions of the park current road system to vehicles, and possible imposition of a shuttle bus system. Many of these concerns are not answered in the draft plan documents, or are left for future determination.

Traffic, Parking, and Congestion Concerns

The draft Master Plan notes that traffic, congestion and parking concerns were the most frequently mentioned concerns. Despite this, they are one of the least developed portions of the draft.

Four proposals for dealing with traffic management were presented at the January 25th workshop. These four "scenarios" were: 1. "Safety Improvements" including widening of the road at constrained roadway segments; "Safety Improvements with Cantilevered Trail" adding an engineered trail to the road corridor; "Safety Improvements with Signalized Segments" allowing traffic to proceed one way at a time through constrained road segments; "One-Way with Multi-Use Lane" requiring motor vehicle traffic to enter at Starsmore Center and exit along Gold Camp Road. At the February 1 meeting, the presenters indicated that none of the four proposals had met with participants' approval and that the City was going "back to the drawing board." No additional concrete proposals were presented as part of the draft Master Plan on March 6th. Rather, the plan proposes a kind of "mix and match" implementation of various management tools from a "toolbox" consisting of: 1. Follow Design Guidelines; 2. Improve and optimize parking areas; 3. Reduce pullouts that do not connect to trail system; 4. Progressive traffic control options; 5. Night closure with gates; 6. Pave Gold Camp Road; 7. Park access shuttle service; 8. Consider Park entrance to showcase Starsmore Visitor and Nature Center as the park orientation and interpretation center, allow for future private vehicle control portal, and accommodate future shuttle service.

The draft Master Plan states, on p. 65:



The Toolbox includes eight conceptual approaches. The "tools" should be studied further by Park staff to ensure sustainable site-specific design solutions are implemented. The Management Toolbox was vetted during the master planning public process, any decision to engage or not engage the public input beyond this master planning process is at the discretion of the Parks, Recreation and Cultural Services management.

Likewise, the draft Management Plan states, on p. 143:

The eight management tools are employable at the discretion of Parks Staff to address traffic and parking concerns and their associated natural resource impacts and visitor experience impacts.

This is wholly unacceptable. Although traffic was recognized as the most often cited concern and the four proposed solutions presented at the January 25th public meeting were all found inadequate by participants in the planning process, the public will have no guaranteed opportunity for input on which of eight "tools" will be used to solve the problem, nor on how those tools will be applied. One must seriously question whether people at the January 25th workshop, "vetted" the Management Toolbox, rather than focusing on the four proposals presented for dealing with the problem. In any case, the participant response clearly did not indicate a desire to be cut out of any further participation in this crucial element of the planning process, or to allow a solution to be developed and implemented solely "at the discretion" of Parks, Recreation, and Cultural Services staff.

Several of the proposed "toolbox" options are likely to be highly controversial. Tool 4, "Progressive Traffic Control Options", is stated to "include, but are not limited to": a private vehicle entrance fee; a parking fee within the Canon; a parking pass system; an advance reservation system; and a first-come-first-served option. We hope that it is self-evident that in the city which first adopted TABOR, the public would want and expect the opportunity to comment on a proposal to charge money to enter a park that is presently free to the public. Tool 7, a "Park Access Shuttle System," is also the kind of proposal the public would want to weigh in on, since it would limit public access and possibly make much of the park accessible only by walking a long distance or paying a shuttle fee. Tool 8, "Consider Park Entrance," is likely to be the most controversial of all. In two of the three conceptual plan alternatives presented, the City would close South Canon Road, which presently serves a number of roadside picnic tables; and in one of the alternatives, apparently the "preferred" alternative, the City would also close Mesa Road, converting it to an access trail and "Gated Shuttle Drive" serving Seven Falls. It should be self-evident in light of the "Strawberry Fields" controversy that a proposal to limit public access in this fashion and to exclude the public from the decisionmaking process, while presumably consulting with selected stakeholders such as The Broadmoor as owner of Seven Falls, would be strongly and rightly opposed.

We cannot overemphasize the importance of having a public-supported traffic management plan in place before any other final decisions are made regarding the management of North Cheyenne Canon Park. Traffic is presently a serious concern and proposed amenities such as an expanded trail system and improve facilities in up-canyon areas such as Helen Hunt Falls, Bruin Picnic Area, and along Gold Camp Road are likely to increase visitation. To realize the problems that can be created, one has only to go to Manitou Springs and consider the current situation along Ruxton Avenue: another road going up a narrow canyon where the opening of the Manitou Incline as a popular recreational destination has resulted in greatly increased visitorship, creating enormous traffic and parking problems to the detriment of both users and residents in the vicinity. Failure to address the traffic problem in North Cheyenne Canon could easily lead to the creation of another Ruxton



Avenue situation. Since none of the proposals put forth by the City's expert consultants have been found satisfactory, the City should seriously consider the possibility that extensive expansion of visitor use of North Cheyenne Canon Park cannot be achieved without creating traffic and congestion problems that are either insoluble as a practical matter or financially impossible to implement.

Additional Concerns

Although the North Cheyenne Canon Master Plan and the Strawberry Hill Master Plan are being developed concurrently, and indeed the meeting at which details of the Strawberry Hill plan were first disclosed at a public meeting on Wednesday March 7th, the day after the North Cheyenne Canon open house, there seems to be insufficient coordination between the two plans. The Strawberry Hill plan proposes to make the property a "walk-in" area with no on-site parking for the general public, seeming to contemplate that the public can park in adjoining neighborhoods or at a Chamberlain Trail parking area to be developed in the southwest portion of North Cheyenne Canon Park off of Evans Avenue. This parking area is described in the North Cheyenne plan as simply one of eight "management tools" which might or might not be adopted in the final plan.

We agree with *(citizen name removed)* that since the Stratton Open Space has already been master planned and is excluded from the North Cheyenne Canon plan except for some trail connectors and trail use patterns, it would be highly inappropriate to fund half of the total initial cost of implementing the North Cheyenne Canon plan out of TOPS Open Space funding.

Sincerely,

(Name and contact information removed)

(Attachment contained the same text)

3/18/2018

Dear Mayor Suthers,

We are writing today to oppose the North Cheyenne Canyon Master Plan. Our family has looked over the plan—oh, what a flawed scheme it is! In addition, today we read 17 pages of letters to you on a website dealing with this issue from people who have lived in this area for decades (as have we), who have hiked all the trails (we've hiked quite a few), who have been involved in city government on many issues (ditto), and who know more about this issue than most. Those letters were from *(citizen's names removed)* and more. We found the letters made ALL the points. We found their letters to be heartfelt, well-researched, well-presented. A few were quite brilliant and illuminated the shortcomings of the "Master Plan" in so many ways! We cannot add more; we agree with them on all of the major points of where this Plan is lacking and outrageously flawed. We are simply adding our voices of dissent.

How sad it is to read these letters—to read about the disappointment people have in your leadership and our city government these days. It's clear, not from just this, but from so many things that are going on in Colorado Springs these last years, that you don't get it. You don't get us. Your priorities are not the citizens' priorities. You don't seem to appreciate that, for us, living in a city that is connected with Nature on this level with these

historic parks, that are OURS, is of a value greater than money—and something we will fight for. Our parks are where we spend time with family, where we connect with Nature. All of us have chosen to be here, to put down roots in this area, for many reasons, and our parks is one of the big ones. You should be honored to have citizens like us. But what are we getting from you? Disrespect and proposals such as this completely unacceptable "Master Plan".

We'll join the others in this dissent and are proud to be a part of such a group. We say NO to your NCC "Master Plan"—we deserve and expect so much better than this!

(name removed)

3/18/2018

Mayor Suthers,

I am appalled what's happening in our community. It's becoming more and more apparent that Anschutz/The Broadmoor have you in their back pocket and it appears that you don't care about the community's concerns. I am sickened by the process that is taking place.

My family and I moved here to have freedom and access to North Cheyenne Canon. If I want to drive my children to the top of Gold Camp so they can hike and ride their bikes, that right should not be taken away!!!

"It's horrifying that we have to fight our government to save the environment." (Ansel Adams)

Outline of major objections:

- 1. Buses: No to buses ever. Full lots mean full trails. It is a natural park protection. We should not crowd the park on the three busy holiday weekends over the summer. If it is full, people can find something else to do. Create an online and text notification system to alert people when certain lots are full and post updates on a digital a sign at front entrance.
- 2. Roads: No to giving the Broadmoor a road or closing the road between Starsmore and 7 Falls. They can create a bus turn around on their own land inside their gate at 7 Falls, and should they end up with Strawberry Fields, on their land at Strawberry Fields. It displaces low income families who heavily use those picnic areas all summer long. These people will have fewer picnic areas and have to schlep their strollers, coolers, gear across trails while Broadmoor guests ride in luxury straight to their destination. It is the worst kind of elitism. Further, it exacerbates traffic issues eliminating a natural dispersement of cars and people. Most importantly, it is a fire hazard. We already had one fire in 7 Falls. We asked one of the local fire department's their opinion, and they want that road open with two way traffic able to exit the area in multiple directions not a gated road closed to the public.
- 3. Pavilion above Starsmore: No to tearing down the family picnic and wedding pavilion above Starsmore which has been used by many over the years for special events. This is one of the only spots in North Cheyenne Canon where the public can affordably gather and host private events at low costs in a secluded setting. No to reclaiming nearby trails which has been used by hikers of all races, religions and income levels for the last 120 years.
- 4. Vandalism/Shenanigans: Use park police to address any "shenanigans" that go on in the park and park rangers to parking tickets. Closing the park at night denies many who do full moon night hikes and further condenses your usage time -- making more congestion problems. Most importantly,



empty, closed parks are EXACTLY what attracts "shenanigans". Much better to have park police and traffic to disrupt these instances not to mention as a safety for the people who live inside or near these areas. It is another counter-productive move.

- 5. Parking: Leave all the pull outs (42) in place. Again, why would you take actions which create more parking/traffic issues? You are creating more traffic congestion. Just because there is not a trailhead there, does not mean it cannot be a natural place to stop and enjoy the park or park to walk to a trailhead. Expand parking where it is naturally allowable.
- 6. No to theme park additions: Things like gondolas, hanging walkways, (ferris wheels and merry go rounds -- kidding they did not suggest it, but might as well given where we are heading) create an less natural atmosphere in the park.

(name removed)

3/18/2018

I most strenously object to the plan for many reasons.

TOPS is being asked to contribute \$100,000 dollars that appears to only be involved in trail connectivity from Stratton Open Space. This is a ridiculous price to pay for such improvements. When I think of the legitimate improvements such a sum could provide and the sheer number of parks in town that could be benefited, I am outraged.

I am stunned that picnic areas are not a recognized and approved outdoor recreation necessity. Have you not been to a national park or state park where picnic grounds are prominently signed and people are encouraged to use them? These are not trail heads, just places to enjoy a quiet moment during the day.

Areas of the park are now slotted for no human use when the data upon which those decisions have been made has not been disseminated.

I am unwilling to see Mesa Ave shut down as that will only benefit the Broadmoor and annoy the neighbors who will see increased traffic.

This is a park that should encourage and invite local users. Instead, the public is being asked to fund "improvements" for the benefit of the Broadmoor. No one wants to hike with a bus load of people whose chatter will scare away wildlife. Surely a better option must exist.

I also feel as if the plan is rushed and terribly vague in its wording. Master Plans deserve better than this.

(name removed)

3/18/2018

Mr. Suthers and the Parks Department.

I have read over the Master plan and have MANY concerns about the direction this plan is heading. I am also not very pleased with how the process went to put the plan in place. Transparency is needed to build trust in the voters, and this process was not set up to maximize transparency.



As a voter and resident for over 35 years, I feel this plan benefits businesses and tourists over my own and my fellow residents' interests. As our Mayor, your job is to take care of your voters. This plan is NOT doing that.

First, NO BUSES, NO heavy marketing, NO gondolas, hovering walkways, no commercialization of Cheyenne Canon. Full lots mean full trails. Busing people in will clog the trails and stress the area, which apparently is a concern which was laid out in the plan. You said it yourself that the trails are stressed from "over use". Busing people in will flood this park with people. Keep the pull outs in the Canon. Why reduce parking even further? People are not hiking from these pullouts, but rather walking to trail heads!

No to closing off Mesa for the Broadmoor and NO to closing off the meadow below Mt. Cutler. THE PEOPLE need to have public access to public land. With Strawberry Fields already reducing the Public's access to land, then do not further cut off access to what is ours. That land has been a wonderful picnic area and hiking space for over a century! The wedding pavilion and picnic areas near Starsmore need to stay open. They were going to be paved in the earlier plan, and now they need to be preserved? I think something doesn't make sense here. KEEP THIS LAND ACCESSIBLE. The Broadmoor has plenty of space to do what they need. Isn't it against the la to benefit private entities as a city government? This really chips away at my trust as a voter...

KEEP THE PARK OPEN. Reducing hours only limits good law abiding citizens form being extra eyes and gives free reign to vandals. Provide more park police and park ranger coverage and more tickets! Let the good citizens have access so they can help report crimes and suspicious behavior. Imagine how far a fire would spread if no law abiding citizens were there to report it.

Keep this park in a state as close to natural as possible. None of us moved here for gondolas, or sky bridges or media campaigns about Cheyenne Canon. We moved here for the natural beauty. Nature is free and should remain free. This is public land for the voting and tax-paying public. Our best interests should be held in mind when making decisions regarding OUR LAND.

Taking care of this precious park is long overdue. I am in support of repairing trails and doing our part to maintain the beauty that has lasted all these years. But do not destroy what we have for greed.

Sincerely,

(name removed)

3/18/2018

I KNOW WHAT YOU ARE DOING and why you are doing it.

We, <u>the citizens of Colorado Springs</u> are NOT going to benefit from you closing of access to those areas in North Cheyenne Canyon.

We will NOT benefit from you closing the road between Starsmore and Seven Falls.

We will NOT benefit from the tearing down of the pavilion at Starsmore.

DO YOU THINK WE ARE RETARDED? YOU JUST WANT TO REMOVE THE 42 PARKING SPOTS IN ORDER TO RESTRICT ACCESS TO THE LAND YOU TOOK FROM US (Straberry Fields) TO PLEASE YOUR CAMPAIGN DONORS!!!!!!!!!!!!



Are you that desperate for Gubernatorial Finance Campaign funds that you are going to give away OUR PUBLIC LAND to the Broadmoor AGAIN?

Sure, since it worked for you with Strawberry Fields, you are ready to go for it AGAIN!!!

HOW STUPID DO YOU THINK WE ARE? YOUR LEVEL OF UNSCRUPULOUS CORRUPTION IS DISGUSTING!!!

SHAME ON YOU!!!

(name removed)

3/18/2018

I would like to thank the City of Colorado Springs for, after several decades, finally addressing the need for a master plan for North Cheyenne Canyon park. That this plan is occurring after swapping away a large portion of the park, and separately from the obviously connected Strawberry Hill master plan is a colossal, and possibly unrecoverable blunder of public policy. The distrust and discord that is has been evident in the public meetings suggest it may take decades to win back the trust of the public that their government represents their interests, and not just those of the wealthy and well-connected in the community who might assist with funding public projects.

All of that said, city staff and the hired consultants should be complimented on a plan that will add considerable value to the trails network in this park, and that was responsive to the many comments that were received from hikers, mountain bikers, and motorized trail users alike. The work on the trail system is excellent. Likewise, the vision for adding interpretive material throughout the park is excellent.

The proposed night closure of the road is an overdue change, from a fire risk perspective, vandalism perspective, and for the prevention of crime which has increased in recent years.

With regard to vehicular transportation in the park, due to polarization among residents, the plan punts and merely offers up a "toolbox" of options. This is not planning, and represents a completely unfinished task for this plan revision. The parks department should continue to work with residents until a suitable plan is determined and public support is achieved. This includes addressing the public perception that certain plan elements are included to coordinate with items occurring in the Strawberry Hill area, such as closure of roads, shuttle busses, the closure of the beautiful open triangle of land immediately east of Mt Cutler, etc, which at least have the appearance of pushing the general public further from a private event facility. But more importantly, some of the "toolbox" items like widening the canyon road and bridges could destroy the character of the park itself. This should be considered an unacceptable outcome. I am certainly in the minority with regard to opinions on the vehicular transportation. I liked the one-way option because it seemed realistic from a funding perspective and preserved the character of the park at a low cost. A truly visionary transportation system that still allowed ordinary people into the park while lightening the footprint of vehicular traffic to fit the existing infrastructure scale is something I could support, although it would need a dedicated funding source as fees for access into this park have not been well received for over 100 years. I am disappointed in some of my neighbors who don't want any change at all, ever. Constructive change can be good, and we need to be a little more open to new ideas.

This master plan in no way addresses the chronic under-funding of our community's parks, including this one. The lack of funding was most recently used to justify the Strawberry Hill land swap as it was "obvious" that the city could not fund maintenance of the Strawberry Hill property. In the very next year, we residents are asked to "dream big" with regard to what is possible in what remains of our public park without regard to cost. With a non-specific plan full of "toolboxes" of options and no realistic vision for how these can be funded, we are setting ourselves up as a community to run our park system at the whims of wealthy private sector benefactors, who may choose among "toolbox"

items they would like to fund as they might choose items on a menu, and disregard others where they may match the public interest, but not the private interests. The City's own Park System Master Plan (2014) notes among its top 10 issues, "Insufficient and uncertain funding". The Cheyenne Canyon master plan only states that the plan "is fully implemented as funding becomes available." While I appreciate thinking in a visionary way, at some point every project must reconcile with budget, schedule, and scope. The "toolbox" approach sidesteps even setting a clear direction with regard to just project scope. The plan should give us an idea if it will take, 5, 50, or 100 years to achieve the plan elements given expected funding levels, and to what degree of public and private sector funding will be required to achieve the plan.

I would like to see the plan take a clear stand on the controversial issues, and to better address the complicated connection issues to the ongoing separate Strawberry Hill master plan process and other adjacent parks. It is folly to consider these adjacent properties independently when we propose to connect them as a common experience.

Please continue to work on this plan until it sets a more clear direction on the unresolved issues. Like the Garden of the Gods, North Cheyenne Canyon park would be worthy of being a National Park had it not been dedicated before the national parks system was established. It deserves the effort.

(name removed)

Long-time Cheyenne Cañon neighborhood resident

3/18/2018

Thank you for taking the time to read my response to the North Cheyenne Canon Master Plan. Some things I liked about the master plan, others not so much.

First, what I liked:

- -I agree that we should enhance both the Starsmore Discovery Center and the Helen Hunt Falls Visitors Center. I place a high value on the educational displays at both. They were both wonderful destinations for our family when our kids were small, and are great ways to introduce children, and anyone new to the area, to the park.
- -Gates should be installed at all the entrances to the park and closed at night.
- -I liked the idea of limiting the automobile traffic in the park. I could see that done several ways, including limited parking, a limited number of cars entering the park at a given time, even a shuttle. However, I would want that shuttle to be CITY-OWNED and OPERATED.



-Making Cheyenne Canon Road one-way would allow room for cyclists, but would need to be wide enough to accommodate bicycles both ways.

Now what I didn't like:

- -The Cresta Open Space Trails and Pump Track should be moved from medium priority to high priority. I think the development of this area would create goodwill within the surrounding community.
- -All of the Chamberlain Trail should remain open to hikers. The master plan shows it restricted to downhill mountain bikers just west of the South Suburban Reservoir. That section is used often by hikers and cuts off access from the south side of the reservoirs to the north side of Stratton Open Space.
- -The park entrance is by far the most contentious part of the master plan. No proposal had wide support at any of the meetings. This part of the plan should be abandoned and completely redesigned until we can arrive at a consensus. I think adding more paving to the park and surrounding neighborhoods is going in the wrong direction and detracts from the park.
- -Lastly, the subject of funding barely appeared in the master plan document, when actually the funding of the Parks Department as a whole needs to be addressed. We can't depend on donations from wealthy individuals and volunteers only. That's why the parks have deteriorated like they have. Volunteers are wonderful and work hard and people can be very generous, but it is too much to ask them to carry such a heavy burden. I would advocate for additional property tax to maintain our parks. It would be a steadier revenue stream than sales tax, allowing for consistent maintenance from year to year. Property tax is also typically a more equitable costsharing among the citizens.

Thank you,

(name removed)

3/18/2018

Greetings,

First of all, thank you for accepting comments on the master plan.

Secondly: (staff name removed), would you please send my comments to Parks Board members and Parks staff? Thank you.

Now, to begin on a positive note, I completely agree with your decision to close access to the canon at night is. That will presumably eliminate or reduce the partying and the potential for fires.

And, for the concerns:

1. It appears that the master plan is not actually a plan, but rather a variety of possibilities. The city's direction is unclear, and there is much too much leeway for improvisation. What is needed is a decisive plan. How is one to comment on what remains unknown?

That said, I'll make an attempt.

2. Sources wiser than I claim that the proposed 'difficult' trail in the NW section of the parcel is unsustainable. The land there is greatly erodable. As I hiked in that very area just a week or so ago, I can attest to that. Heavily rutted former (closed) trails in that location have resulted in new, scree-filled drainages. Eliminating that



potential trail would also help to keep from fragmenting the Natural Preservation Areas. These areas are a great idea, but unfortunately, they are not connected, which renders them simply islands. Intact corridors are essential for wildlife.

- 3. The South Canyon. The South Canyon is used by people of all walks of life; and in particular, those of low socio-economic status. The picnic areas there, as well as those in the park proper, are important no-cost recreation spots for those that cannot afford other locations. In addition, closing one or more of the roads would surely prove to be a safety concern (emergency access?) I strongly urge you to leave the South Canyon as is, and not close either of the roads.
- 4. NCC park road. NCC is a stunning canon. Within the first few days of moving to Colorado Springs, I stumbled upon it. That night I brought my partner to see it. We were truly in awe of the rock formations.

It would (obviously) be detrimental to the land to blast out rock to widen the road and/or to erect a cantilevered trail. The draw to this canon is its natural beauty. It doesn't need extraneous attractions.

- 5. Parking. In my opinion, the master planning has been done in a backward fashion. First and foremost, carrying capacity should have been studied. It was the first thing we did at Red Rock Canyon to determine the amount of parking to include. Can the canon hold more users? Determine that before you add more parking. The city does not need to provide access to every individual that wants to visit the canon. The canon's natural integrity should trump access.
- 6. Shuttles. Shuttles would have the potential to inundate the canon, and would likely clog the South Canyon, which is already shuttle-heavy. Again, two words: carrying capacity.
- 7. Mesa above the South Canon. This is a lovely site that should be more accessible.

Again, thank you for the opportunity to speak out.

(name removed)

3/18/2018

Hello all.

Will paste my comments below and also attach as a word document. Hope it comes across that I really believe that the Park is a treasure to our City and citizens both for its history and for its beauty and opportunity to escape the City and modern day noise, distractions, etc. I'd just like that experience of the Park that I first knew as a student at CC in the last century to continue for citizens in the future and not turn the Park into something that others learned about by taking a class in interpretive planning etc.

Thanks in advance for your attention to my concerns.

Sincerely,

(name removed)

"Creating peace one garden at a time." Tammi Hartung

North Cheyenne Canon Park Master Plan

As a more than four decades resident of the City, a former Geography and Environmental Studies graduate student whose Biography and Advanced Biogeography courses included field trips in Cheyenne Canon, along with many hikes with native plant enthusiasts and experts, and having served on the Parks and Recreation



Advisory Board for six years, I am disappointed in the proposed master plan for the reasons which follow. To summarize these, a noticeable lack of citing important sources for information about the Park (no bibliography!!), a failure and dismissal of the critical concept of carrying capacity by saying 'It's too difficult to calculate' when national and local parks across the country routinely do so. Soil is often absent in the Canon where one more often finds decomposed granite which is highly erodible. Major local concerns about the Park include concerns about overcrowding, lack of parking, etc. Suggesting that we should advertise the Park through new channels is ridiculous and serves to benefit tourist professionals rather than residents. I was most offended by the presentation which would turn the Park into a circus, at least in my eyes, with proposals for altered reality glasses, QR codes everywhere and an excess of signage. We love the Park as is but would like to see some attention to maintenance and safety.

"It is the oldest regional City park and is on the National Register of Historic Places. Through the Master Plan, we can protect the Park's historic integrity and restore the ecology of its natural resources, making it possible to encourage continued enjoyment while sustaining the Park for future generations." NCC Master Plan, March 2018, p. 1.

This laudable goal appears early in the document but I don't feel that the plan achieved the stated protection of the historic integrity nor a clear proposal for restoration of the ecology.

One of my many issues with this plan stems from my lack of engagement in the last Parks Master Plan (2014). As a strong supporter of the concept of civic tourism, I would never have supported the misguided proposal that the Parks have a role in "marketing and branding the City." Anyone who has read Nancy Lewis's history of our parks, *The Parks of Colorado Springs: Building Community, Preserving a Legacy*, 2011, knows that this was never the goal of our foresighted early citizens who established one of the most extensive and finest park systems in the country for the citizens. Palmer himself underlined that fact by giving his park system (interconnected by park boulevards) TO THE CITIZENS OF COLORADO SPRINGS and NOT to the City. His only requirement for this gift was the creation of an INDEPENDENT Park Board. This board remained independent until a Charter Review Commission brought Parks under the City in 1947.

In the past decade, we have seen many of our parks overused which causes difficulties given the City's failure to adequately fund the Parks Department so that they can maintain the parks and trails to a higher standard. North Cheyenne Canon, Garden of the Gods, and the Incline are all victims of overuse which has greatly diminished their value to those of us who first knew them earlier. The notion that we would continue to overcrowd the experiences of these lauded sites to welcome masses of tourists is beyond ridiculous. Chatting with the folks who do the annual Economic Forum, I also learned that tourism most likely accounts for less than 5% of money coming into the City and that is based on data from the Tourist Industry, accepted by the economists but NOT verified.

As a long time Springs resident, I am also embarrassed by our constant identity shifting which makes us appear extremely unsophisticated and disturbingly venal to folks from cities such as Chicago which has been "City in a Garden" for over 150 years and sees no need to change every other year based on the whims of local business or government officials.

Our new Saratoga, Saratoga of the West, New Saratoga, City of Homes (1891), City of Millionaires (leading mining exchange of the world), America's Switzerland, City of Parks (for

many years following Palmer's massive gift in 1907), City of Sunshine (chosen by Chamber in 1928) The Region's Weather Smiles On" or "Air-Conditioned by Mother Nature" may be the winning slogan chosen by the advertising committee of the CS Chamber of Commerce per Lee Hermann, Committee on Slogans. 1955. Newport in the Rockies, 1961 Foreclosure capital of the US 1980s. 1990s Amendment 2 City. Birthplace of TABOR, 1992. 'Sprawlorado Springs' 1997. Fast food capital, 1998 (Eric Schlosser)." As Colorado As It Get"s Convention and Visitors Bureau 2000. Great Minds. Great Mountains. EDC 2003. City of Colorado Springs, We Create Community, 2004. Center of the Space Universe, Space Foundation, 2006. "Colorado Springs. Not just a city. A profit center." EDC video, 2007. "Colorado Springs: Elevated by nature." July 2009 Convention and Visitors Center. "Live it up?" City and CVB pay \$110,000 for logo and slogan, Nov. 2011. City of Champions, 2013. Olympic City AND NOW WE WANT TO ADD, "Champions of the Outdoors?????

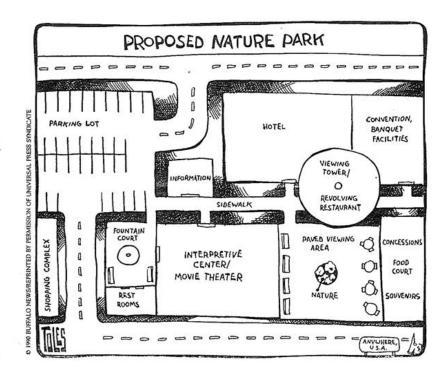
Those of us who have lived here for some time, love our City and its setting, and have long ago learned to ignore this silliness. But to use it as a rational for overloading our beloved parks is unacceptable.

Having attended so many master plan, development plan, zoning change hearings, I am used to such presentations beginning with some basic info on earlier uses of a site, uses of adjacent property and its zoning, etc. Was distressed to not see, early on, a bibliography of what has been written about the Park. There is no link to the National Register nomination and the failure to include the 1991 Historic Inventory and Design Guidelines for North Cheyenne Canon Park, commissioned by the Parks Department and completed by Thomas & Thomas in 1991 throws into doubt the background research that was done by staff and consultants. Needless to say, an equal failure to reference the work of a former and beloved Parks Director, or to include the website for the National register nomination is also disturbing.

Statements in the plan such as "Marketing is one of the most critical aspects of any heritage or interpretive attraction operation. Marketing brings in visitors, creates new market groups, and gets them to come back for return visits." are clearly at odds with most who attended the meetings and don't feel there is any need to increase the number of visitors when summer and weekends already find the Park overcrowded, diminishing the experience to those of us who live in the community.

The most disturbing presentation for this citizen was the one focused on turning the Park into a Disneyworld experience with virtual reality glasses, QR codes throughout, and sign pollution as one would never expect to see in a park celebrated for its natural beauty! That speaker displayed a disheartening lack of familiarity with national concerns, most widely known from Richard Louv's *No Child Left Outside*. Louv's concern has continued with much evidence based research on the need for children to have time in NATURE, away from technology. Anyone who had done the research, as they should have, would know that many local schools maintained camps in the Park, During the middle half of the 20th century, the children of four Colorado Springs institutions hiked considerable distances and camped in the Park. The Colorado School for the Deaf and Blind, the Myron Stratton Home, The Cheyenne Mountain High School, and the Fountain Valley School all provided that experience for their students. The first three organizations either owned or had access to cabins in Cheyenne Cañon above Seven Falls. The Fountain Valley School's cabin was on Rock Creek just south of the divide between South Cheyenne and Rock Creek. Access to their cabin was the Old Stage Road through South Cheyenne Canon. Please keep such experiences for our children today who need this interaction with nature even more.





NO wayside exhibits! People come to see nature, NOT QR codes and manmade structures other than those providing for safe trails and wayfinding.

Am totally opposed to a marketing plan to bring more visitors to a Park that is already exceeding carrying capacity at many times during the year. This lessens the experience for local residents who support the City and the Parks Department. The sequencing of information at the public meetings was also disconcerting as multiple options were thrown out without fitting into the framework of a general plan (See quotation from page 1, above). Personally, I was not reassured by the out-of-town 'experts' whose claims to have spoken with the author of the National Register Nomination, for example, proved to be not correct. Equally when we have local expertise such as faculty who teach restoration and have published in national research journals, I question the need to search further. I am a great fan of (consultant name removed), Landscape Architect, and have kept notes from presentations she has delivered which I found to be exceptionally valuable. Am not sure that such expertise extends to the multiple aspects of master planning such a beloved and controversial park. In truth, one might also question why the Parks Department has virtually ignored the Park for such a long time. The presence of the Starsmore Center, and the Cub, are due to the generosity of local citizens and friends groups and NOT to the Parks Department. Again, one cannot fault Parks when the City has allowed their budget to fall so far below what is needed.

I sincerely hope that the Parks Board will pay more attention to the elements that made and continue to make the Park such a valuable and wonderful resource to our citizens and will seek to focus on ways to continue those experiences and not turn the Park into a profit source for those who don't understand the special meaning of the Park in the history and development of our City. T.R. Roosevelt, who first saw the Canon from a train trip on the Midland Railroad, said, "Its scenery bankrupts the English language." This awe at the beauty of the canon, a

part of what 19th century visitors considered, "America's Swiss Alps," must be preserved and not 'merchandised.'

3/16/2018

Thank you for speaking with me. Please add my comments below to the Master Plan input.

Trail Safety: In regard to making any of the trails in the Cheyenne Master Plan "one-way" or "closed" to any user group (i.e. hikers), please consider the safety issue. I understand that mountain bikers wish to have a trail that is exclusively downhill and one-way. However, the behavior that this encourages is reckless and dangerous riding that should not be a goal of the Parks Department or the Master Plan. The "Chutes Trail" is the main trail used by hikers and horses to reach the Gold Camp Road and users will continue to use the trail going up (and down). It is dangerous to have mountain bikers riding recklessly with the belief that the trail is one-way or exclusive.

The Master Plan should not encourage reckless or dangerous behavior nor situations that may lead to confrontation between user groups. I strongly oppose commonly used trails being designated for exclusive one-way downhill use that may endanger both the mountain bikers and the hiking users. Safety is more important than any other issue in a heavily used park such as Cheyenne.

Gold Camp Parking Lot (above Helen Hunt Falls at High Drive intersection): The Master Plan should address the over-crowded and unregulated include dramatic expansion of the number of parking spots (200+ are needed). Previously, I have commented that the lot could be expanded by opening the Gold Camp Road to the currently closed parking at the trailheads for St. Mary's and 7 Bridges.

Security Entrance Gate: Unmanned entrance gates are known to be ineffective to prevent major crime (that relies on privacy). A security presence (human enforcement) is a better solutions and should be in the Master Plan.

Information Available to the Public: In order to make informed comments to help the Parks Department, the public must have access to the information for decisions in the Master Plan. I request:

- 1. Cost estimates for paving the lower Gold Camp Road;
- 2. Any plans or reports for road closures or realignments;
- 3. Any reports, studies or other information on "Indian presence" that is being incorporated into the Master Plan; who ordered the reports concerning Indian presence"? Was there a specific person that authorized or ordered this report?

Is there any reason why this information is not being released? I do not understand why the Parks Department is so adamant about not releasing information that was obtained for the purpose of the Master Plan and comment period. As a historian, my input on these issues may be of value.

Thank you for including my comments.



3/16/2018

Hello and Happy Friday to you!

A few comments for you in advance of the draft review deadline:

A few comments:

- 1) Both the Master and Management Plans are in serious need of a professional Technical Writer / Editor.
- 2) WRT any notional annexation of the park property, what would be the short-term as well as long-term financial and maintenance obligations become?
- 3) With the notional recommendation of annexing the park property, where is the SWAT analysis to show the real and perceived costs and benefits?
- 4) The documents mention an expected year over year user growth rate; however, the document doesn't address where the park can handle the growth rate wihtout material negative consequences.
- 5) The documents mention an expected year over year user growth rate; how does this pare with preservation.
- 6) Suggesting paving and facilities for shuttle services on the park permises flies in the face of retaining the parks character and minimizing paving. Why are we suggesting a solutoin that flies in the face of the aforemention goals?
- 7) Appendix, the use and orientation of the 3D pie charts shown on B12, C14, C17, and C20 is both decieving and incorrect. By showing a lees valuable numerical in the front of a higher numerical scored item it appears that folks are trying to deceive the audience with some preferred item. The orientation of the higher items need to be in front.
- 8) South Canon seems to be getting a lack of attention and protection. With the recetn land swap, we ought to have more demonstrating a commitment to keeping both Mesa and S. Cheyenne Canyon open the road open.

Best,





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Appendix F -

Public Comments submitted June 2017 to March 2018

All comments received by the planning team have been included in this document in chronological order.

Names have been removed.





Additional Comments Received Via Email

July 1, 2017

Many thanks, please find document attached.

Trail options for improving access and safety within Cheyenne Canyon

Cheyenne Canyon is the oldest city park in Colorado Springs, it provides easy access for hikers, bikers, equestrians and motorised users to its trails, and with its location abutting National Forest it is an exceedingly popular destination. Gold Camp road which is one of the two access roads that transport users into the heart the park, is a vital link for active users as the parks trails often do not link requiring trail users to use the busy access roads to connect together the trail system.

Spring Creek trail, constructed by Medicine Wheel Trail Advocates, was the first link built to reduce the conflict that can occur when motorized and human powered transport shares the same roads, and tunnels. This trail built connects the popular Captain Jacks with Columbine allowing users to avoid the upper sections of Gold Camp road when using this popular trail loop. The intention of the following trails is to provide further options to move trail users off the roads and out of the narrow tunnels. And to also provide access to areas that users have sought out where trails may not currently exist, and to do so safely, creating an enhanced experience whilst visiting Cheyenne Canyon.

Trails

Following are trail corridors that Medicine Wheel Trail Advocates believe will help improve safety for users whilst creating a more integrated trail system for all users.

Helen Hunt to Daniels Pass

With the new Muscoco trail on the East of the Muscoco providing a sustainable route to its summit, adding a link to Helen Hunt would provide a higher capacity access point and an additional trail option from the CUB which currently is fairly isolated from trails, particularly those that provide for a destination or loop. This connector would allow access to Muscoco and also via Daniels Pass trail, to loop back to the CUB via Columbine.

Daniels Pass trial

A local favourite this trail accesses Daniels Pass and the new park area gained during the land swap. The existing trail in its lower sections is highly unsustainable and so a new alignment needs to be developed.

Daniels Pass to Columbine

This connector already exists though has been closed and unused for a number of years. It would take little effort but provide much benefit to connect the main Canyon trail, Columbine, with the southern side of the canyon.



Captain Morgan

Mtn bikers are increasingly looking for more technical options in our community, which often leads to unsustainable social trails. Captain Morgan trail is a spur off the east off Captain Jacks that leads fairly directly down to the Chutes. Much of this connector is unsustainable, having been 'ridden in' rather than built. An adjustment to this trail could be built to retain much of the technical and challenging sections, whilst replacing the unsustainable sections with additional challenges along a sustainable average grade.

Captain Jacks to Chutes

Captain Jacks is perhaps the most iconic and popular trail in Colorado Springs, with riders often connecting to the trail via Gold Camp road from the Stratton trailhead. This creates dangerous situations on the many blind corners of the road, particularly when riders are travelling at speed downhill back towards the Chutes.

Proposed is a new single track trail that would parallel Gold Camp from Tunnel 1 to the top entry point of the Chutes. This would be a challenging line, comparable technically to Captain Jacks and would therefore entice riders to avoid Gold Camp in exchange for more challenge and solitude of trail. The trail can be design to accommodate both directions of travel and connect to upper Columbine via Spring Creek to encourage non motorized recreation out of the narrow road tunnels.

Summit of High drive to Spring Creek

A social trail currently exists that links the top of High Drive down to near tunnel 2. This fall line trail exists as an alternate to Captain Jacks. Realignment of this connector and linking it with Spring Creek would create a fully off road loop around the popular Captain Jacks, used as a climbing trail it would draw users from the main parking area at the top of the canyon to the less used Penrose trailhead at tunnel 1. Allowing for a climb and then descent of Jacks with riders entirely removed from sharing the road with motorised vehicles.

Summit of High drive to Gold Camp parking

This route would parallel high drive on the south side providing a more intimate and scenic route to using High Drive

Connector to Chamberlain from top of Chutes

Linking the above connector as it nears the Chutes down to the new Chamberlain trail would ease congestion on the Chutes and provide the opportunity to add a more technical trail into the park.

Columbine to Gold Camp/High Drive Parking area

Having allowed a continuous route for non motorized traffic from the Stratton up to Helen Hunt falls, it makes sense to connect Columbine to the main/top parking area, enabling link to the upper canyon trails and Captain Jacks.

Land Swap area



Inclusion of the land west of Muscoco through the land swap does not provide any obvious connections to be made, but the terrain of the area will allow for a loop trail accessed from Daniels pass or Gold Camp to be incorporated. This could be developed as either a multimodal or bike only loop of a high technical level due to its distance and elevation from trailheads.

Starsmore Discovery

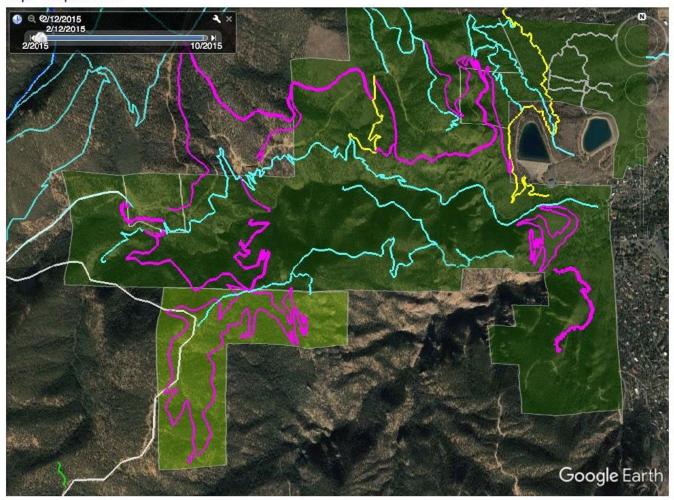
The low ridge behind the Starsmore Discovery Center has been previously set as a playground area. With the proximity of parking, schools and the Pedal Station run by Kids on Bikes, this area could be developed into a skills park users to learn how to hike and ride in the unique canyon geology. Although a small area, this would be perfect for small hikes to views from the Center, and also as a loop for short lap trail races or just as a teaching environment for groups like Kids on Bikes, Cheyenne Mtn High School MTB and WMBA.

Map of trail locations.

Blue - Existing system trails

Yellow - Medicine Wheel supported/designed trails

Purple - Proposed trails





August 22, 2017

Recently noticed that the Cresta Open Space next to Skyway Elementary is also part of this master plan process. I had in the past proposed to Parks a mile loop in that area which could be used by the school for cross country, their run a marathon event and local Skyway kids as a safe place to ride.

I've not had time to recreate or find the old GPS file that I submitted, but wanted to make sure that you knew this was on our radar as a great opportunity for the three adjacent schools to have a fun circuit for activity that could be designed for hike/run and bike.

If I find my old route will forward on.

October 6, 2017

Please see the attached: strong language but true. Thank you,

NCC Master Plan Comments 10.6.17

Park's mission statement includes terms such as manage, protect, preserve, and improve.

Protect? The recent news article of the fire hazard on the park boarder made clear that the city took no meaningful action for over two years.

Manage? What about the botched forestry project in Stratton Open Space?

Improve? Signage is a mixed bag. New signs have been installed but continue to be misaligned. Graffiti and gang-tagging have been essentially sanctioned by the ranger who discourages efforts to remove them.

Preserve, Protect, Manage, Improve? All these were violated with the Broadmoor land swap because public land was traded away without the owners' permission.

This Master Plan is under the shadow of corruption and mismanagement. Citizens past and present have been betrayed.

Master Plan focus should be on reacquiring all of NCC that was dedicated to the public in 1885.

After that, maybe the public will trust that the items listed above can be addressed.

January 25, 2018

My thoughts are:

I'm concerned that paving of Gold Camp Road south to the top of Cheyenne Cañon will make it easier to drive that section, and therefore will increase thru traffic on the residential section of Gold Camp Road north of the Park. Speeding in that residential area of Gold Camp Road is already an issue with only 5% of vehicles compliant with the 20mph speed limit and with peak speeds in excess of 60mph. This will likely get worse.

I'm concerned that your maps stop at the Park boundaries to the north, which suggests that no consideration has been made to how vehicles get to/from the north entrance of the Park. There are only three routes to Gold Camp Road in that area: one is via Bonne Vista, one is via Hydra, and the third is via the intersection at High Drive and Bear Creek Road. Traffic to and from Gold Camp Road via Bonne Vista and through the upper Skyway area is already problematic. I'm concerned this will get worse.



I'm concerned that increased traffic on Gold Camp Road from the Park will increase the flow around the dangerous blind turn on Gold Camp Road just south of the High Drive intersection. This curve is currently more dangerous than any point within the Park. It's not logical to increase safety within the Park, only to steer the bulk of traffic into this unsafe turn outside of the Park.

Currently some, if not a lot of the traffic within Cheyenne Cañon is up and back from the Starsmore Center, and not on Gold Camp Road. With Plan D all traffic through Cheyenne Canon will now flow down the residential section of Gold Camp Road north of the Park. So Plan D grossly increases my alarm about increased traffic into that residential area.

It's wise to have two exits in case of fire. In the event of a wildfire that comes across the ridge between High Drive and Gold Camp Road, it's possible that fire could block evacuation of Gold Camp Road residents who live south of Bonne Vista. Currently the dirt road to the top of Cheyenne Cañon provides a second exit for those residents. If a gate is installed at, say, the Chutes, in the event of a wildfire those residents will be trapped when the gate is closed. My opinion is that this is bad. I strongly suggest involving the CSFD wildfire people concerning this.

January 26, 2018

Thanks for the reminder of the next Master Plan meeting.

At the first meeting, I asked about calculating the carrying capacity for the area. I was told that was difficult to calculate but that she would check into it, likely with UCCS Professor Tom Huber with whom she had worked before. I don't believe we have received any further information on that important topic.

Hope that it will be covered in the February 1 meeting.

January 28, 2018

❖ I would like to propose a further alternative proposal. Why not save a few million dollars and simply institute an Internet-based pass system for motorized vehicles in NCCP? Use extensive publicizing and place a cap on passes issued based on daily acceptable usage vis a' vis what the Park can reasonably sustain (this is something which is sophisticated to calculate but is routinely done at the national park level). With Internet reservations visitors could easily plan ahead and put their pass request in early during peak season. A very limited of spur-of-themoment passes might be built into the system. This is simple and inexpensive relative to all the multitudinous changes inherent in other "alternative proposals". Go right ahead and perform any and all federal, state, and Citymandated safety measures and trail work but spare the taxpayers the expense of "improvements" which the Park doesn't need and which are not supported by the citizens. The people of Colorado Springs deserve better than to be handed boiler-plate proposals and urged to choose the one they dislike the least.



January 29, 2108

Some questions from an old timer and dedicated parks supporter.

A number of questions remain for me:

Back in the day, such master planning processes always began with an overview of what had been done before. All related publications should have been listed but especially: front and center should be the link to the National Register Nomination https://npgallery.nps.gov/GetAsset/cadc0117-3c2b-4bca-9382-28c18398e834 and to the 1991 Thomas & Thomas North Cheyenne Canon Historical Inventory and Design Guidelines. This document carefully describes the minimal built environment in the Cañon and what makes it significant to be preserved. NOTE that any time the consultants used the work IMPROVE with regard to bridges and roads, this meant WIDEN often wiping out the historic stonework.

If you remember at an early meeting I asked about **CARRYING CAPACITY** especially important in an area with altitude, decomposed granite rather than soil, etc. The consultant said that was difficult to calculate (the NPS does it all the time) and that she would check with Tom Huber who teaches Mountain Environmental Systems at UCCS and has some expertise in this area. When I spoke with Tom he had not heard from the group.

MOSTLY, it seems to me that the great concern is preparing for many more visitors to the Park as the various tourist business ADVERTISE it more widely. For this issue, I cannot recommend highly enough the book, **CIVIC TOURISM** which focuses on developing tourist 'sites' primarily for the citizens who live there and NOT for out of town folks who may well visit but should NOT be the raison d'etre for such GENERIC changes proposed for the Park.

The original parking south of Starsmore was constructed under a TEMPORARY USE permit when I was on Parks Board and was done to provide parking for [the previous owner's] Seven Falls. Prior to that event, the LONGEST temporary permit issued by Parks was two days for SpringSpree.

IF more parking is required for shuttles, City should look into renting space at the Southgate Parking area (in front of Sears is always empty) rather than paving more of the Park.

Thanks for your consideration of further questions for the consultant and the Parks Department.

January 29, 2108

Hey - The following are some thoughts from a road cyclist perspective that I have after attending the NCC Master Plan meeting on January 25th. I was contacted by Kate Brady at first who put me in touch with you before the meeting.

First off thanks for being willing to engage the public. Processes like this are certainly anything but simple, as I'm sure you know. I'll try to keep it simple and address each of the major points (as I see them) that was made at the meeting from a purely road cyclist perspective.

Paving Gold Camp

Road cyclist would certainly be in favor of this. Both Gold Camp Road and the Cañon are highly valued training and recreational riding roads. Paving it would add a lot of value to the road cyclist community. It opens up many. As you likely know, it's also a highly valued commuting section for mountain bikers to transition and connect from trail to trail. Obviously being paved isn't an added value for them but it plays into being a highly traveled section by cyclist.

Canon Entrance Configuration



I don't recall the full details on each of the possible configurations that was presented but I do remember some of the general concepts. Anything that helps creates less crossings for pedestrians and cars the better. Like the configuration where coming from the parking lot doesn't require crossing the main road. The connection up S. Cheyenne Cañon Road to 7 falls is used by cyclist some so it would be nice if that section was closed to cars if it would still be open to pedestrians and cyclist. But if it were to close to cyclist it would be important to make sure that Evans road to Mesa had improved infrastructure for cyclist.

Roadway Configuration

For a road cyclist plan B (of the A to D plans) would be what I think cyclist would prefer. Getting walkers off of the paved road lessens the number of user groups on the roadway and is a far better experience than hiking on a roadway with cars and bikes. I also know that might be contrary to what one might think with the plans that propose a larger pedestrian/cycling lane. Which is something that I think works extremely well in the Garden of the Gods. However, the nature of the Canon being very steep and either an all uphill or all downhill grade changes how that functions best. I believe I heard that the expanded ped/bike lane would remain for 2-way traffic even when the roadway became one way. I'm finding it difficult to explain why in this message in a way that's clear at the moment. But it seems to me that it would have too many user groups too close together going in multiple directions. But the key here is at a wide variety of speeds. I can imagine trying to keep the speed down on the bike, coming around a corner with a small line of sight and trying to squeeze between a hiker in the ped lane and a car in the one way traffic lane. Thus in my opinion as a road cyclist a more traditional configuration while not making any notable cycling infrastructure improvements is still the best situation given our lane width limitations. It allows cyclists to be more predictable, and drivers/hikers to be able to predict behavior. If anything, where the lane is large enough to allow, providing an uphill bicycle lane would be very useful as long as when the lane narrows there is obvious transition markings to allow the cyclist back into the main travel lane. Within cycling this might be referred to as lane control (taking up more space in the lane when passing would be narrow or dangerous and then giving up more of the lane when passing is safer).

I hope this was useful to you and that my thoughts were coherent enough to be followed. Please let me know if you need any clarification or follow up and I'd be happy to provide. And one last thanks for making sure all modes of transportation and recreation have voices in the planning process.

January 31, 2018

- I have not been able to attend the NCC meetings, so am relying on second-hand information.
 - I was told that carrying capacity has not yet been determined for NCC, and am wondering why.
 - In addition, I've heard that no transportation studies have been done.
 - It seems that the above information would be necessary in order to make educated decisions re. parking and road improvements in the Cañon.
 - Might we be able to take a step back and slow down the process, so that it can be done with all the pertinent information at hand?



February 2, 2018

❖ To Parks Board and City Council:

Tonight, Feb. 1st, I attended the meeting about the North Cheyenne Canon Master Plan at Cheyenne Mountain High School.

After the meeting was over, I approached a man who seemed to be one of those in charge, because he was gathering up all the maps and had them draped over his arm. I needed a map to write a question on, and asked if I could borrow one. (I am sorry I do not know his name; I'm sure you know the person I am speaking of, however).

While I wrote on the map, I pointed out the section in question and said, "Remember during the land swap, the Broadmoor included access to Greenwood Park?" And then I asked him why there was no trail there.

He immediately answered, "That belongs to the Broadmoor." I said, "Yes, I know that, but we were granted an easement to it, like with the Chamberlain." He curtly replied, "The Broadmoor has been great through this whole process", and did not even attempt to answer my question.

That pretty much ended our discussion, as he gathered the map and walked away.

Some questions --

- 1. Why is the Broadmoor even included in the process of creating the North Cheyenne Cañon Master Plan?
- 2. Does that easement to Greenwood still stand? If we do have an easement, it seems like it should have been included on the giant map this evening -- why wasn't it? (The very beginning of the easement for the Chamberlain on the east side of Strawberry Fields was included). Within the boundary of NCC Park, there appeared to be a gray line that continued from the Daniel's Pass trail on the way to Greenwood that stopped abruptly at the Broadmoor property line -- Why is this trail closed, even w/in the NCC boundary? (gray line equalled "closed" on the map key)
- 3. Can you also please clarify why that mesa area below Mt. Cutler that is labeled "Interpretive Area" is also closed? (as designated by those thick gray lines) That didn't make any sense to me. That is a wonderful area that would have been a nice addition of easy hiking for locals and visitors alike! It also would make the best connection for the Chamberlain Trail (as literally EVERY group said in that very first meeting when we reported out)
- 4. Why is there no public comment period during these meetings? Or a chance to ask as many questions as we want? They limit it to like, 2 or 3 questions! No one gets to hear what anyone else is really thinking, except those at their own table. Even with the Land Swap meetings, there was time for citizen questions and comments. You even do this at the beginning of Parks Board and City Council meetings! Even the county commissioners have a public comment period! Why would you NOT do it at meetings that are DESIGNED for citizens? What has been done for the past three meetings is a completely inappropriate and irresponsible format for a public meeting. For the next meeting, I respectfully request that you place a microphone and a stand in the middle of the room, and at the end of the meeting, give whoever wants to speak or ask questions 3 minutes to do so.

Thank you.

I look forward to hearing the answers to your questions.



February 4, 2018

❖ I apologize for missing the last master plan meeting. I was in New York for a conference. Hopefully, trails got the true focus they deserve. As the representative of the TOPS working committee, I have been trying to keep my focus on how the recommendations in North Cheyenne Cañon Park affect our TOPS properties. I do think we have to keep in mind that when you make changes to one property whether it's connections or use, it can profoundly impact the use on other properties. I think we have witnessed this with the changes at Seven Falls and The Incline. Having done the Forest Health and Management plan in 2004 for North Cheyenne Cañon and Stratton Open Space, I have a special interest in the Park and its resources. It is a very special and unique City Park.

I have a couple concerns about the new parking lots and road re-routes in South Cañon. The South Cañon picnic areas in the past were commonly used by our service members and the Hispanic community (under-represented in the planning process). Those groups have moved up the Cañon perhaps partly due to shuttles and parking conflicts in South Cañon. Some of the options for roads and parking in South Cañon seem to cut off this use even more. We should be looking at ways to encourage and invite use of South Cañon.

I agree that a shuttle at certain times of the year would be helpful. I would say that very few at the public meeting envisioned themselves as the ones required to take the shuttle. A shuttle also leads to fears about fees and tolls regulating the use of the Canon so how that is funded is key.

A parking lot behind Starsmore (where the group picnic area is located) would probably require removal of a large number of trees. With Tussock Moth losses and an aging Cañon forest, it should be a goal to keep healthy canopy cover. Putting a parking lot here also breaks up a continuity of forested land. The addition of a parking lot on the side of South Cañon Road by Starsmore, I believe would take out the Bastian Juniper (original tree by the Bastian Homestead).

I have copied a few people on this email that I have shared conversations with and have a love and balanced view of Cheyenne Cañon. I would be glad to walk and talk with either of you.

February 6, 2018

- One of our members went to last week's trails meeting, and from what he's told me, we are very impressed & encouraged by the scope of new and improved trails mileage.
 - Could you please address a couple of additional questions?
 - 1) Is there a process for groups like the Colorado Mountain Club to weigh in on the final plan as a group, or are you only taking comments from individuals at the planning meetings? If there is a process for group/organization comments, what will it look like?
 - 2) Will the proposed maps that were reviewed at the meeting last week be posted online? We were wondering in particular if there was a plan for a trail up from the Silver Cascade area to Gold Camp Road in the Tunnel 3 area?



February 10, 2018

Thanks for taking the time to hear some concerns RE topics and process dealing with the North Cheyenne Cañon Master Plan.

The maps have been helpful, but for those of us who don't pay attention to trail names, open space/park boundaries, etc., outlining the different categories (with apparently different rules, designations, etc.) would be helpful.

The literature of the past decade is replete with the need for unaltered NATURE in our lives. To the extent you can make the parks, trails and open spaces safe for all without 'disneyfication,' you would be contributing to the health of the community and valuing nature as Palmer did when he donated so many parks and park boulevards to the citizens.

If you haven't already read it, I highly recommend Galen Cranz's *The Politics of Urban Park Design*. She describes the great urban park developments of the late 19th century which served as a model for Palmer's interconnected park system.

PS Additional helpful reading:

Arriving early for the TOPS meeting this week, I chatted with several TOPS committee members. Turns out none of them had ever read or even heard of Nancy Lewis's history of Colorado Springs parks. Seems like it MIGHT be helpful to provide copies to new park board, TOPS committee members, etc.

In same vein, I recommend:

Schilling, Dan. Civic Tourism: The Poetry and Politics of Place.

Manning, Robert E. Parks and Carrying Capacity: Commons without Tragedy.

February 10, 2018

I was disappointed that I was unable to attend the last NCC public meeting. I was talking with [name] and she mentioned all the great trail ideas presented at the February 1 meeting including some at the top of Stratton where it blend with North Cheyenne Cañon Park and Gold Camp Road. I didn't see the plan on the website. Is there a place to look at it and make comments? Your team has done an awesome job with this process.

February 17, 2018

At the last meeting there was discussion on closing South Cheyenne Cañon Rd.

Our parks are intended to invite all our citizens to enjoy the outdoors, and each has a different means to do so.

South Cheyenne Cañon Road is a popular family spot, with our Hispanic community bringing their extended families out to enjoy the creekside and natural area. These families often have both aged and very young children who are not able to walk in to distant picnic sites with all the food and drinks for an afternoon.

Closing the road would effectively restrict the access available to a large demographic of our town that is nature-starved.

Therefore I'm opposed closing the road.



February 25, 2018

Are there plans in place to prevent the city from swapping this park land to the Broadmoor for use as a 'Boutique Hiking Trail with Oxygen Stations' for some scenic spot on a ridge overlooking a flat rock that Eleanor Roosevelt once sat on in 1932? With Fala?

This sort of thing happens. Or has.

Thank you,

February 25, 2018

We are not interested in ANY changes to our natural Cañon nor do we appreciate rushing this extravaganza through for the Broadmoor. STOP.



Appendix G

Physical Resource Mapping

G2......General Land Cover

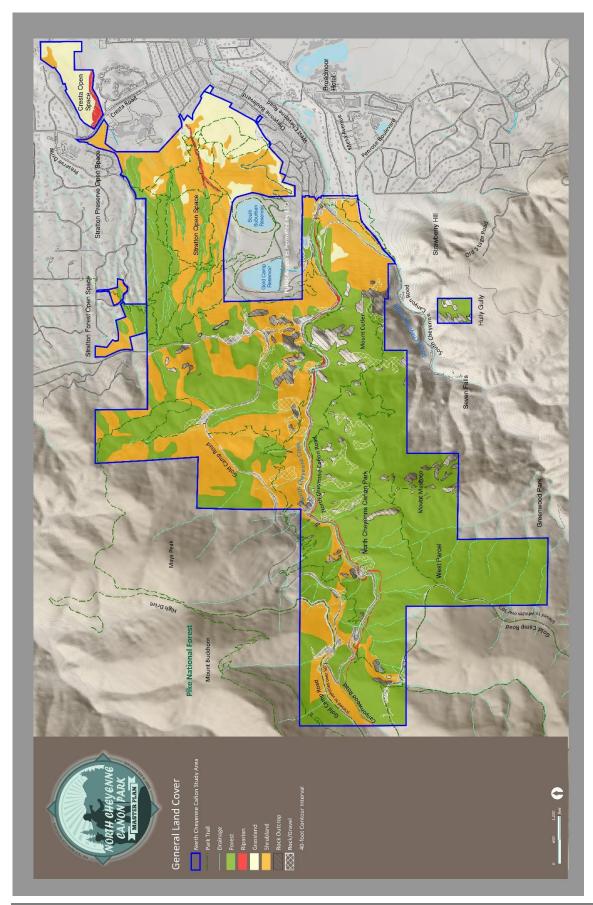
G3.....Elevation

G4.....Aspect

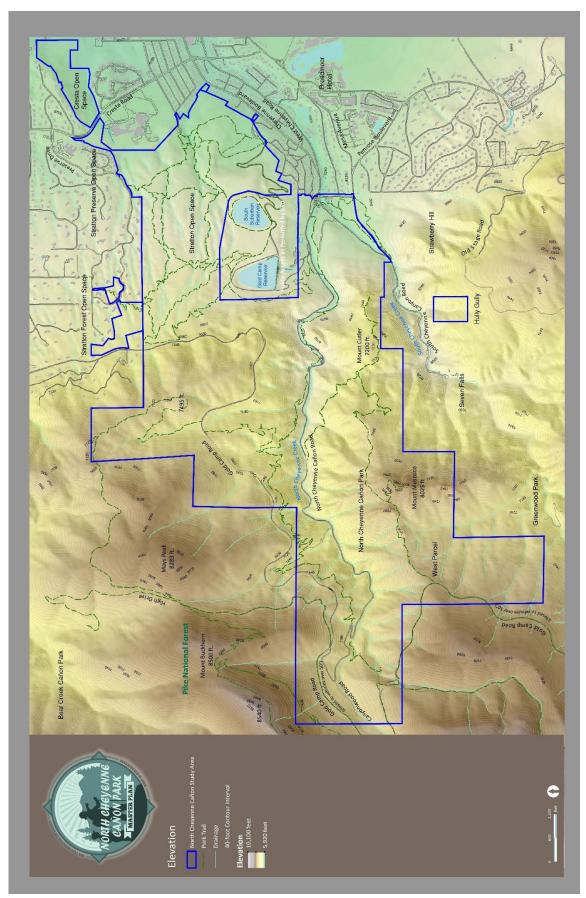
G5.....Slope

G6.....Geology





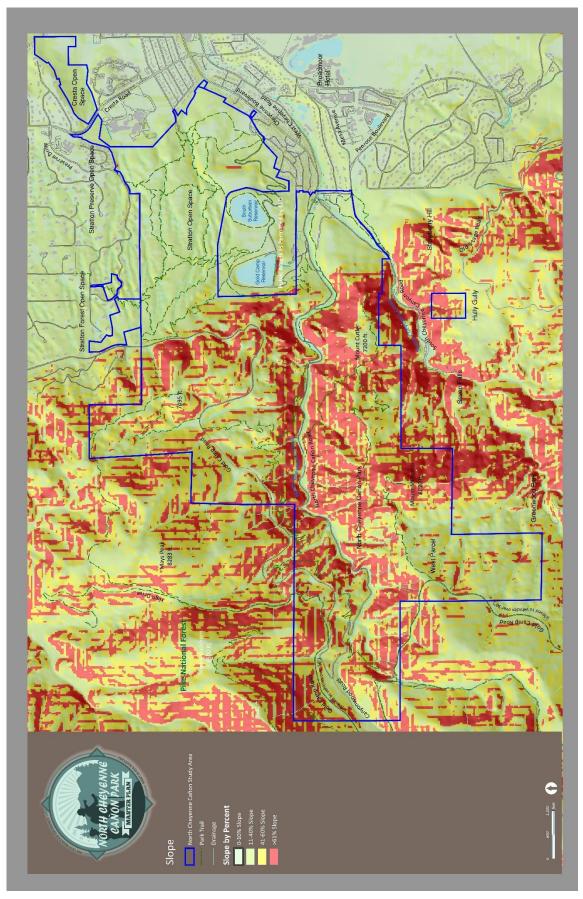




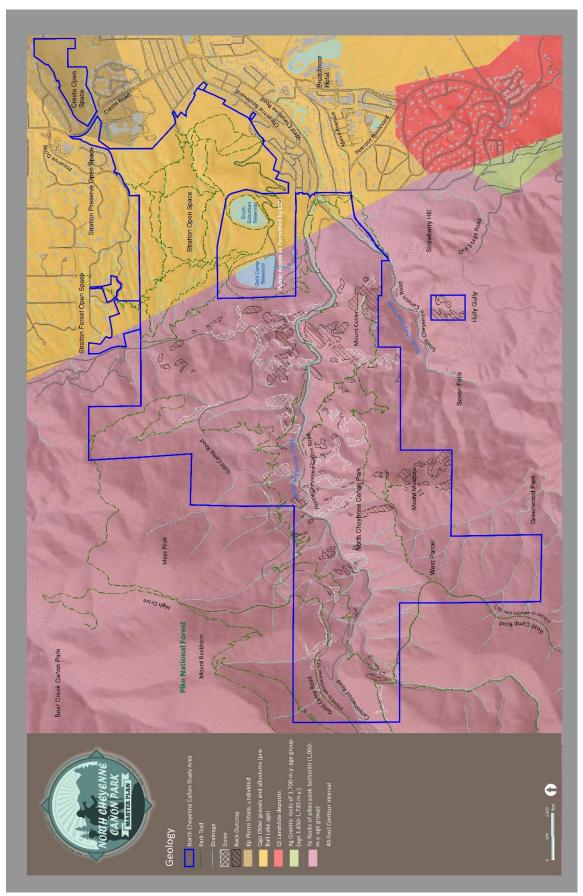














Appendix H

Biological and Cultural Resource Mapping

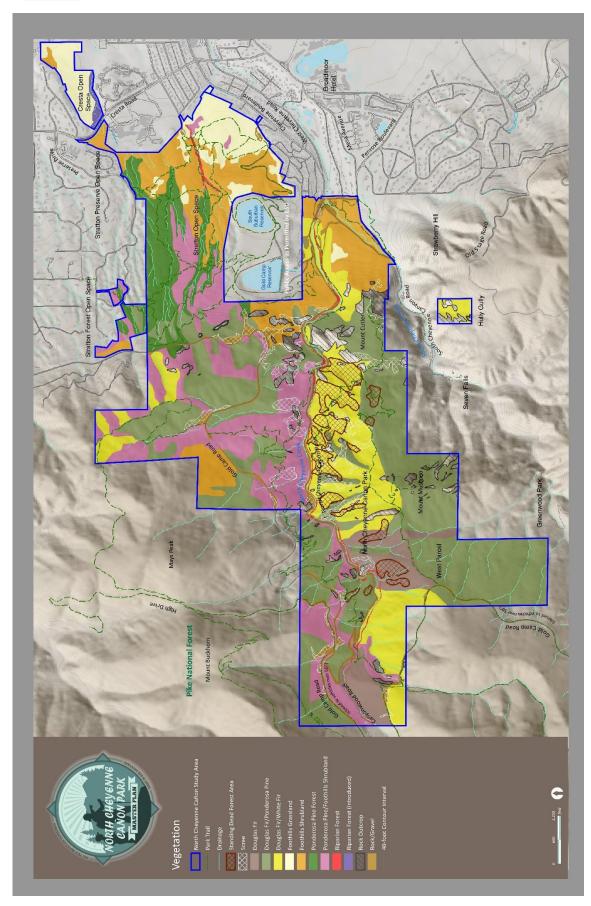
H2.....Vegetation

H3......Weed Survey

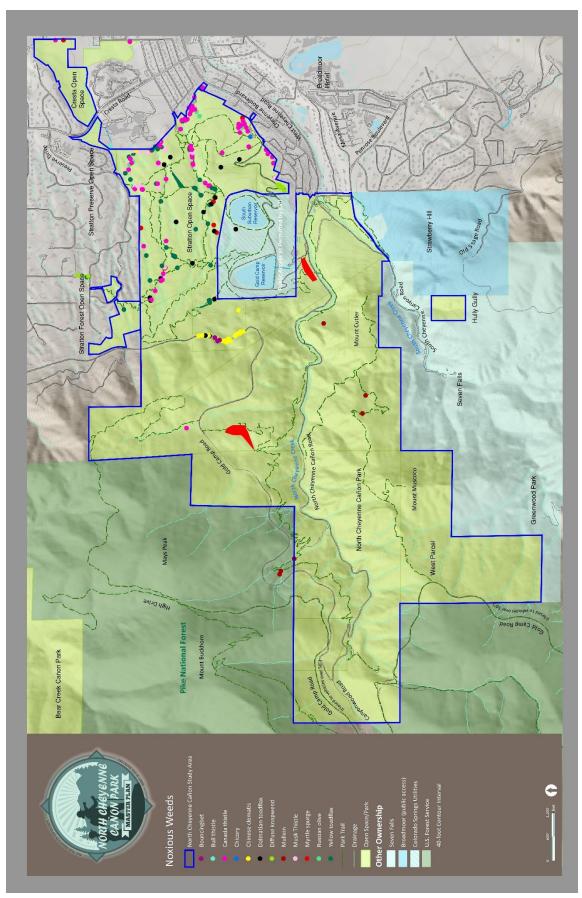
H4......Forest Health Management

H5...... Cultural Resources

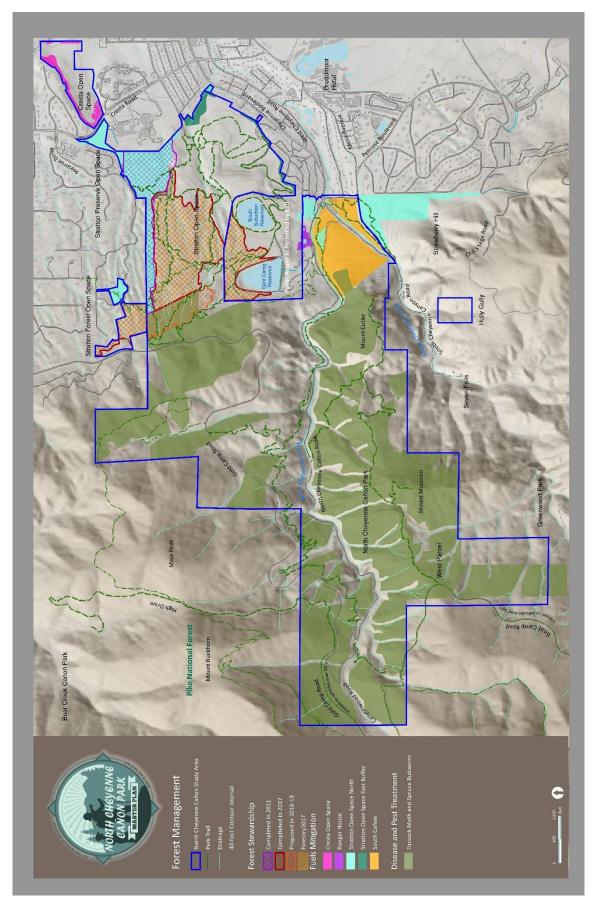




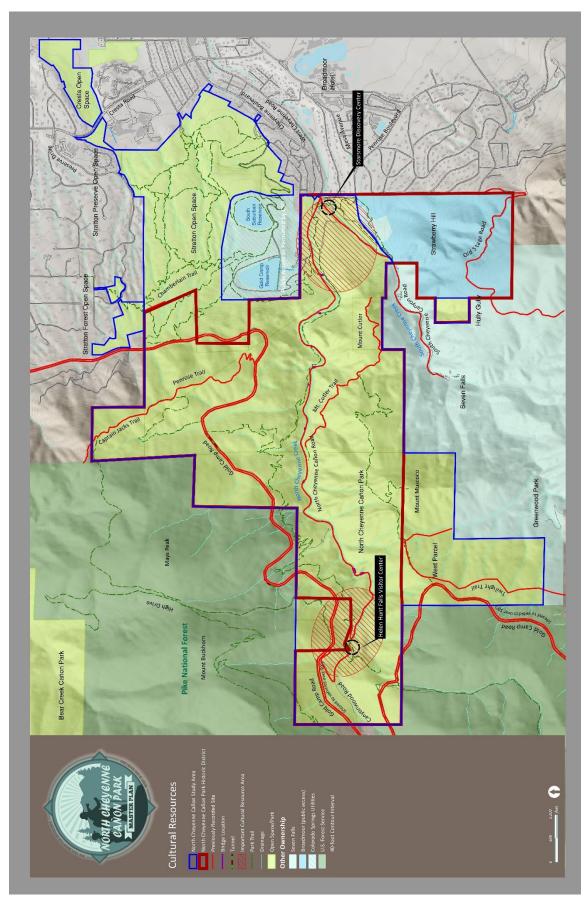














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Appendix I

Management and Social Influences Mapping and Documents

12...... Master and Management Plan Study Area

13...... Ownership, Easements and Parcel Restrictions

14a...... Parcel Acquisition Map

14b......Deed of Conservation Easement for Stratton Open Space

14r..... Palmer Deed, 1907

14al......First National Bank Deed, 1885

I4am......Palmer Deed for High Drive, 1910

14ap.......Chamberlain Deed for 160 acre parcel, 1937

14aq......Chamberlain Deed for 40 acre parcel, 1938

15...... Traffic, Parking and Roadways

16...... Maintenance Responsibilities

17..... Utilities

18..... Enforcement Jurisdictions

19...... Visitor Center and Interpretive Assessment

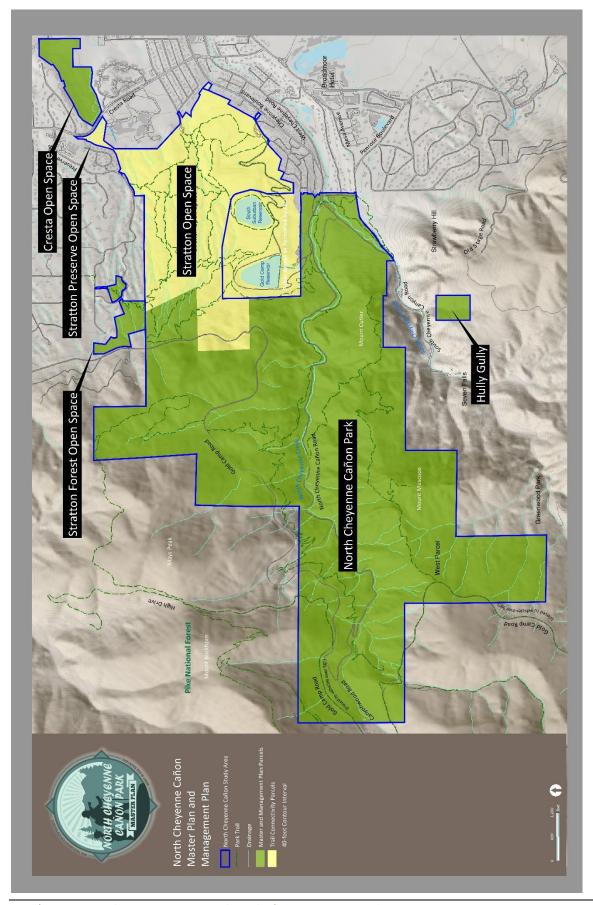
119...... Picnicking Picnic Shelters and Parking

120...... Rock and Ice Climbing Inventory

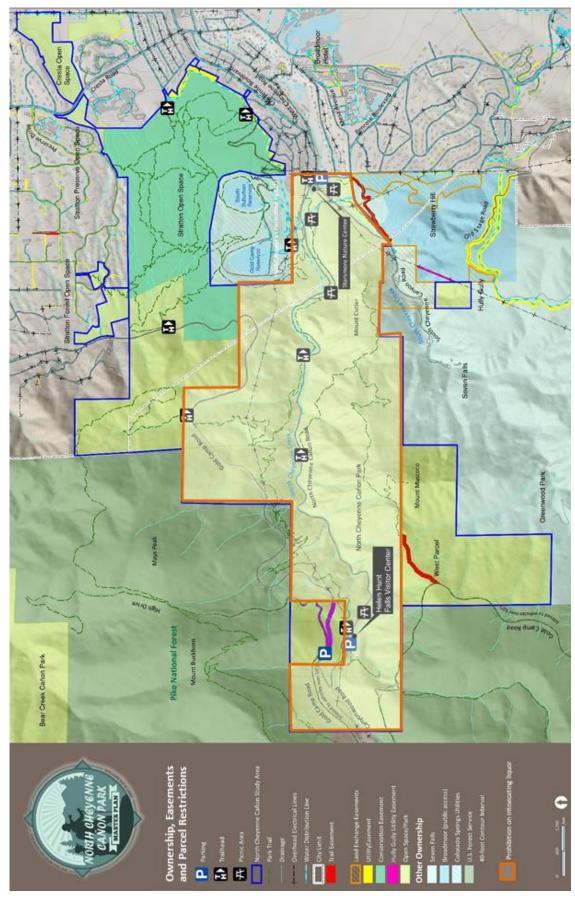
122..... Existing Trails and Trailheads

123...... Trail Condition Assessment

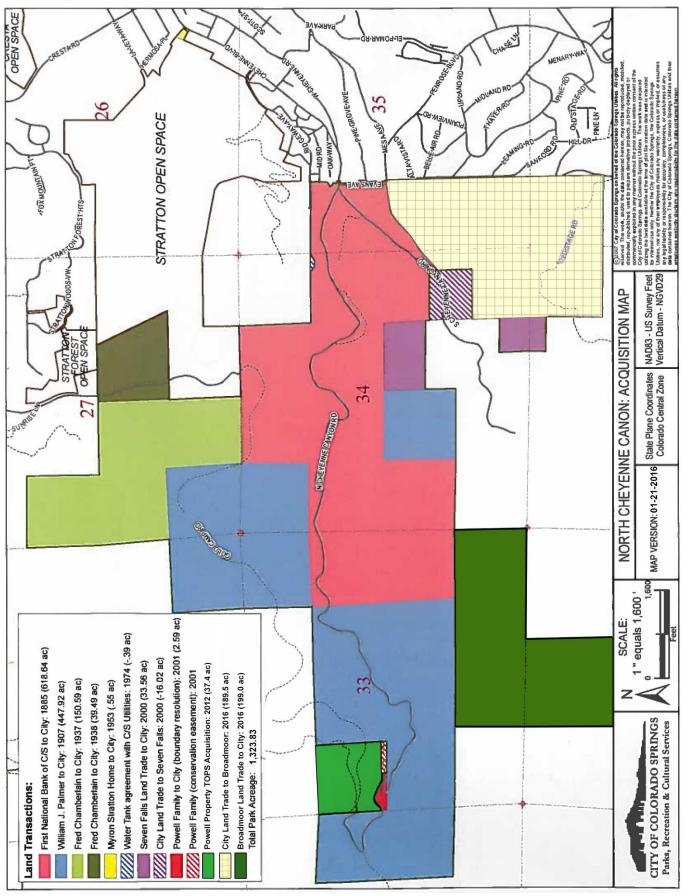
















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DEED OF CONSERVATION EASEMENT

NOTICE: THIS PROPERTY HAS BEEN ACQUIRED IN PART WITH A GRANT FROM THE STATE BOARD OF THE GREAT OUTDOORS COLORADO TRUST FUND (the "BOARD"). THIS DEED CONTAINS RESTRICTIONS ON THE USE AND DEVELOPMENT OF THE PROPERTY WHICH ARE INTENDED TO PROTECT ITS OPEN SPACE VALUES. THE BOARD HAS FOUND THAT THE ADOPTION OF THESE DEED RESTRICTIONS IS IN THE PUBLIC INTEREST.

THIS DEED OF CONSERVATION EASEMENT is made this day of July, 1998, by the City of Colorado Springs, a home rule city and Colorado municipal corporation having an address at 30 S. Nevada Avenue, Colorado Springs, Colorado ("Grantor"), in favor of the William J. Palmer Parks Foundation, Inc. a Colorado nonprofit corporation, having an address at P.O. Box 1281, Colorado Springs, Colorado ("Grantee").

- A. Grantor is the sole owner in fee simple of certain real property in El Paso County, Colorado, more particularly described in the attached Exhibit A (the "Property").
- B. The Property possesses natural, scenic, open space, and recreational values (collectively, "Conservation Values") of great importance to Grantor, the people of the City of Colorado Springs and the people of the State of Colorado.
- C. In particular, the Property presents a unique opportunity to provide the public open space within an urban environment which will complement Grantor's North Cheyenne Canon Park, a regional park offering active and passive recreational opportunities.
- D. The specific Conservation Values of the Property are documented in an inventory of relevant features of the Property ("Baseline Documentation"), which will consist of reports, maps, photographs, and other documentation that the parties agree to provide, collectively, an accurate representation of the Property at the time of this grant and which is intended to serve as an objective information baseline for monitoring compliance with the terms of this grant. The Baseline Documentation will be compiled and distributed to the parties no later than August 31, 1999. Once completed, the Baseline Documentation shall be attached to and incorporated into this Deed of Conservation Easement.
- E. Grantor intends that the Conservation Values of the Property be preserved and maintained through consistent land use patterns including, without limitation, those uses existing at the time of this Easement grant which do not significantly impair or interfere with those values.
- F. Grantor further intends to convey to Grantee the right to preserve and protect the Conservation Values of the Property in perpetuity.
- G. Grantee is a publicly supported, tax-exempt nonprofit organization, qualified under Section 501(c)(3) and 170(h) of the Internal Revenue Code, whose primary purpose is to foster, for the people of all ages, open space, park, recreation and leisure time facilities and opportunities, within the City of Colorado Springs, State of Colorado, and County of El Paso, State of Colorado, and areas surrounding or convenient thereto. In furtherance of its purpose, but not otherwise, the Grantee has the following powers:



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- To seek and accept public or private contributions, gifts, bequests, devises, grants or donations, and to expend, accumulate and invest the same;
- 2. To acquire by purchase, contribution, gift, bequest, devise, grant or donation or otherwise, and to hold, lease, encumber, sell or otherwise dispose of real, personal tangible or intangible property;
- 3. To make distributions and donations of money or property to the City of Colorado Springs, State of Colorado, or to the County of El Paso, State of Colorado, or to any national, state, county, municipal, or other governmental unit, board or corporation;
- 4. To exercise the powers which are now or may hereinafter be conferred upon corporations not for profit organized under the laws of the State of Colorado.
- H. Grantee agrees to honor the Grantor's stated intentions and to preserve and protect in perpetuity the Conservation Values of the Property for the benefit of this generation and the generations to come.

IN CONSIDERATION of the mutual covenants, terms, conditions, and restrictions contained in this Easement and pursuant to the laws of the State of Colorado, in particular C.R.S. § 38-30.5-101 *et seq.*, Grantor voluntarily grants and conveys to Grantee a Conservation Easement in perpetuity over the Property of the nature, character and extent set forth below ("Easement").

- 1. <u>Purpose.</u> The purpose of this Easement is to assure that the Property will be retained forever in its natural, scenic, open space and recreation condition and to prevent any use of the Property that will significantly impair or interfere with the Conservation Values of the Property. Grantor intends that this Easement will confine the use of the Property to those activities consistent with the purpose of this Easement.
- 2. <u>Rights and Obligations of Grantee.</u> To accomplish the purpose of this Easement, the following rights are conveyed to Grantee:
 - To preserve and protect the Conservation Values of the Property;
- b. To enter upon the Property at reasonable times to monitor Grantor's compliance with and otherwise enforce the terms of this Easement. Any entry upon the Property shall be upon prior notice to Grantor. Grantee shall not unreasonably interfere with Grantor's use and quiet enjoyment of the Property; and
- c. To prevent any activity or use of the Property inconsistent with the purpose of this Easement and to require the restoration of any damaged areas or features of the Property resulting from any inconsistent activity or use.
- d. Grantee agrees it shall comply with the Board's Stewardship Policy adopted January 8, 1997, attached as Exhibit B, as may be amended from time to time with the mutual consent of the Board and Grantee.
- 3. <u>Prohibited Uses.</u> Any activity or use of the Property inconsistent with the purpose of this Easement is prohibited. Without limiting this general prohibition, the following activities and uses are expressly prohibited:

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- a. <u>Construction of Buildings and Other Structures.</u> The construction or reconstruction of any building or other structure or improvement, except those existing on the date of this Easement, without the advance written permission of Grantee is prohibited except in accordance with paragraphs (b) and (c) below.
- b. <u>Fences.</u> Grantor may repair or replace existing fences, or erect new fences necessary for the reasonable and customary management of wildlife, recreation uses or for separation of ownership and uses.
- c. New Structures and Improvements. New buildings and other structures and improvements may be built with the advance written permission of Grantee. Grantee must give such permission within a reasonable time unless Grantee determines that the proposed building, structure or improvement will substantially diminish or impair the Conservation Values of the Property. The parties acknowledge that new structures and improvements will be constructed in accord with a Grantee-approved master plan for the Property.
- d. <u>Subdivision.</u> Any division or subdivision of title to the Property, whether by physical or legal process, is prohibited.
- e. <u>Land Management.</u> The Property must be operated and managed in accordance with a land stewardship plan prepared and accepted with the mutual consent of Grantor and Grantee. The land stewardship plan will be updated every five (5) years and distributed to the parties.
- f. <u>Timber Harvesting.</u> Trees may be cut to control insects and disease, to control invasive non-native species, and to prevent personal injury and property damage. Commercial timber harvesting on the Property is prohibited.
- g. <u>Mining.</u> The mining or extraction of soil, sand, gravel, rock, oil, natural gas, fuel or any other mineral substance is prohibited except in connection with construction approved pursuant to a Grantee-approved master plan for the Property.
- h. <u>Paving and Road and Trail Construction</u>. No portion of the Property may be paved or otherwise covered with concrete, asphalt, or any other paving material without the advance written permission of the Grantee. Nor may any road or trail beyond those necessary to connect the Property to the Grantor's urban trail system be constructed without the advance written permission of Grantee. Grantee must give permission within a reasonable time unless Grantee determines that the proposed paving, construction, or location of any road or trail will substantially diminish or impair the Conservation Values of the Property or is otherwise inconsistent with this Easement. Permission shall not be unreasonably withheld.
- i. <u>Trash.</u> The dumping or uncontained accumulation of any trash, refuse or debris on the Property is prohibited.
- j. <u>Water Rights.</u> Grantor shall make an effort to obtain water rights to the Property and shall retain and reserve the right to use any water rights sufficient to maintain and improve the Conservation Values of the Property. Grantor may not transfer, encumber, lease, sell or otherwise separate water rights sufficient to maintain and improve the Conservation Values of the Property from title to the Property itself.

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- k. <u>Commercial or Industrial Activity.</u> All commercial or industrial uses of the Property are prohibited.
- 4. <u>Reserved Rights.</u> Grantor reserves to itself, its successors and assigns, all rights accruing from ownership of the Property, including the right to engage in or to permit or invite others to engage in all uses of the Property not expressly prohibited and not inconsistent with the purpose of this Easement.
- 5. Notice of Intention to Undertake Certain Permitted Actions. The purpose of requiring Grantor to notify Grantee prior to undertaking certain activities is to afford Grantee an opportunity to ensure that the activities are assigned and carried out in a manner consistent with the purpose of this Easement. Whenever notice is required, Grantor shall notify Grantee in writing not less than sixty (60) days prior to the date Grantor intends to undertake the activity. Notice shall described the nature, scope, design, location, timetable, and any other information material to the proposed activity in sufficient detail to permit Grantee to make an informed judgement of its consistency with the purpose of this Easement.
- 6. <u>Grantee's Approval.</u> Where Grantee's approval is required, Grantee must grant approval or withhold approval in writing within sixty (60) days of receipt of Grantor's written request. Grantee's approval may be withheld only upon a reasonable determination that the action as proposed would be inconsistent with the purpose of this Easement.
- Enforcement. Grantee shall have the right to prevent, correct or require correction of violations of the terms and purposes of this Easement. Grantee may enter and inspect the Property for violations. If Grantee finds what it believes is a violation, Grantee shall immediately notify Grantor and the Board in writing of the nature of the alleged violation. Upon receipt of this written notice, Grantor must either (a) restore the Property to its condition prior to the violation, or (b) provide Grantee a written explanation of the reason the alleged violation should be permitted. If the Grantor offers justification for permitting the alleged violation, both parties agree to meet as soon as possible to resolve this difference. If a resolution cannot be achieved at the meeting, both parties agree to meet with a mutually acceptable mediator to attempt resolution. When Grantee determines an ongoing or imminent violation could irreversibly diminish or impair the Conservation Values of the Property, Grantee may, at its discretion, take appropriate legal action. Grantor must discontinue any activity which could increase or expand the alleged violation during the mediation process. Should mediation fail to resolve the dispute, Grantee may again, at its discretion, take appropriate legal action. If a court determines that a violation is imminent, exists, or has occurred, Grantee may request a temporary or permanent injunction. A court may also issue an injunction to require Grantor to restore the Property to its condition prior to the violation.

Costs of Enforcement. Any costs incurred by Grantee in successfully enforcing the terms of this Easement against Grantor, including, without limitation, costs of suit and attorneys' fees, and any costs of restoration necessitated by Grantor's violation of the terms of this Easement shall be borne by Grantor. If Grantor prevails in any action to enforce the terms of this Easement, Grantor's costs of suit, including, without limitation, attorneys' fees, shall be borne by Grantee, but only if the mediator, arbitrator, or Judge, as applicable, determines that the Grantee's position was frivolous or substantially without merit.

8. <u>Grantee's Discretion.</u> Enforcement of the terms of this Easement shall be at the discretion of Grantee. Any forbearance by Grantee to exercise its rights in the event of a breach of this Easement shall not be deemed or construed to be a waiver by Grantee of the breach or of any

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subsequent breach of the same or any other term of this Easement or of any of Grantee's rights under this Easement. Grantee's delay or omission in exercising any right or remedy upon Grantor's breach shall not impair any right or remedy construed as a waiver.

- 9. <u>Waiver of Certain Defenses.</u> Grantor hereby waives any defense of laches, estoppel, or prescription. The parties agree that the statute of limitations applicable to contract shall apply to any proceeding to enforce this Conservation Easement. Grantor hereby specifically waives any defense available to Grantor pursuant to C.R.S. § 38-41-119.
- 10. Acts Beyond Grantor's Control. No event shall be construed to entitle Grantee to bring any action against Granter for injury to or change in the Property resulting from causes beyond Grantors's control, including, without limitation, fire, flood, storm, drought, earth or underground water movement, or from any prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.
- 11. Access. In accord with the Code of the City of Colorado Springs 1980, as amended, the general public shall have access to the Property, as appropriate. The Grantor specifically reserves the right to close access to the Property in the interest of the public health, safety and welfare, pursuant to Section 18-2-104 of the Code of the City of Colorado Springs 1980, as amended.
- 12. <u>Costs and Liabilities.</u> Grantor retains all responsibilities and shall bear all costs and liabilities of any kind related to ownership, operation, upkeep and maintenance of the Property. Grantor is responsible for (1) the negligent actions of its officials, employees and agents in the performance or failure to perform incident to this Easement, and (2) injury to or the death of any person, or physical damage to any property, resulting from any act, omission, condition, or other matter related to or occurring on or about the Property, regardless of cause unless due solely to the negligence of the Grantee. Grantor, to the extent permitted by law, shall indemnify and defend Grantee from any third party claims related to Grantor's ownership, operation, upkeep, or maintenance of the Property.

It is agreed that Grantor's liability will not exceed any applicable limit set forth in the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 et seq., as amended. The Grantor does not waive or intend to waive the limitations on liability provided to Grantor under the Colorado Governmental Immunity Act. In assuming responsibility for the negligent acts or omissions of its own officials, agents and employees in the performance or failure to perform incident to this Agreement, the Grantor in no way assumes responsibility for the negligence or intentional misconduct of the employees or agents of Grantee.

13. Extinguishment. If the purpose of this Easement becomes impossible to accomplish, this Easement can only be wholly or partially terminated or extinguished by judicial proceedings in a court of competent jurisdiction. Each party shall promptly notify the other when it first learns of such circumstances, and must also notify the Board of such circumstances. Grantee's proceeds, after the satisfaction of prior claims, from any sale, exchange or involuntary conversion of all or any portion of the Property subsequent to termination or extinguishment, must be in accordance with paragraph 14 below, unless otherwise provided by Colorado law. Grantee shall pay to the Board the proportion of the net proceeds of the sale of the Property, which is equal to a fraction, the numerator of which is the grant and the denominator of which is the acquisition price for the Property. Any remaining proceeds not otherwise allocated between the Board and the Grantee shall be retained by Grantor.

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If this Easement is extinguished (in whole or in part) by eminent domain or other legal proceeding, Grantee shall pay to the Board the proportion of the net proceeds of the sale of the Property, which is equal to a fraction the numerator of which is the grant and the denominator of which is the original acquisition price for the Property.

- 14. <u>Proceeds.</u> This Easement constitutes a real property interest immediately vested in Grantee, which the parties stipulate has a fair market value ("FMV"). The Easement's FMV is determined by multiplying the FMV of the Property unencumbered by the Easement (minus any increase in value after the date of this Easement grant attributable to improvements) by the ratio of the value of the Easement at the time of this Easement grant to the value of the Property, without deduction for the value of the Easement, at the time of this Easement grant. For the purposes of this paragraph, the ratio of the value of the Easement to the value of the Property unencumbered by the Easement will remain constant.
- 15. Grantee Assignment. This Easement is transferable. Grantee may only assign its rights and obligations under this Easement to an organization that is (a) a qualified organization at the time of transfer under Section 170(h) of the Internal Revenue Code of 1986, as amended (or any successor provision then applicable), and the applicable regulations promulgated thereunder, (b) authorized to acquire and hold conservation easements under Colorado law, and (c) approved as a transferee by the Board, its successors or assigns. As a condition of transfer, Grantee must ensure that the conservation purposes of this Easement continue to be carried out by the transferee. The Board retains the right to compel Grantee to assign its rights and obligations under this Easement to another organization if Grantee ceases to exist or fails or refuses to enforce the terms and provisions of this Easement.
- 16. <u>Subsequent Grantor Transfers.</u> Grantor agrees to incorporate the terms of this Easement into any deed or other legal instrument by which it divests itself of any interest in the Property, including without limitation, a leasehold interest. Grantor further agrees to give written notice to Grantee of the transfer of any interest at least thirty (30) days prior to the date of the transfer. Grantor's failure to perform any act required by this paragraph will not impair the validity of this Easement or limit its enforceability in any way.
- 17. <u>Notices.</u> Any notice, demand, request, consent, approval or communication contemplated by this Easement shall be in writing and either served personally or sent by first class mail, postage prepaid, addressed as follows:

To Grantor: City of Colorado Springs

Director of Parks and Recreation

1400 Recreation Way

Colorado Springs, CO 80905

To Grantee:

The William J. Palmer Parks Foundation, Inc.

Executive Director

P.O. Box 1281

Colorado Springs, CO 80901

To the Board:

Executive Director

State Board of the Great Outdoors Colorado Trust Fund

225 East 16th Avenue, Suite 1150

Denver, CO 80203

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or to other addresses as the parties may designate by written notice to the other.

18. Recordation. This instrument will be recorded with the deed to the Property and other documents evidencing Grantor's acquisition of the Property with the El Paso County, Colorado, Clerk and Recorder. Grantee may re-record it at any time as may be required to preserve its rights in this Easement.

19. General Provisions.

- a. <u>Controlling Law.</u> The interpretation and performance of this Easement shall be governed by the laws of the State of Colorado, and the Charter, City Code, Ordinances, Rules and Regulations of the City of Colorado Springs, Colorado, a home rule city and Colorado municipal corporation. Court Jurisdiction shall exclusively be in the District Court for the Fourth Judicial District of Colorado.
- b. <u>Liberal Construction.</u> This Easement shall be liberally construed to effect the purpose of the Easement and the policy and purpose of C.R.S. § 38-30.5-101 *et seq.* If any provision in this Deed of Conservation Easement is found to be ambiguous, an interpretation consistent with the purpose of this Easement that would render the provision valid shall be favored over any interpretation that would render it invalid.
- c. <u>Severability.</u> If any provision of this Easement, or its application to any person or circumstance, is found to be invalid, the remaining provisions of this Easement, or its application to other persons or circumstances shall not be affected.
- d. <u>Entire Agreement.</u> This Deed of Conservation Easement sets forth the entire agreement of the parties with respect to the Easement and supersedes all prior discussions, negotiations, understandings or agreements relating to the Easement, all of which are merged in this Easement.
- e. <u>No Forfeiture.</u> Nothing contained herein will result in a forfeiture or reversion of Grantor's title in any respect.
- f. <u>Successors.</u> The covenants, terms, conditions, and restrictions of this Easement shall be binding upon, and inure to the benefit of, the parties and their respective successors and assigns. This Easement shall continue as a servitude running in perpetuity with the Property.
- g. <u>Termination of Rights and Obligations.</u> A party's rights and obligations under this Easement terminate upon transfer of the party's interest in the Easement or Property, except that liability for acts or omissions occurring prior to transfer shall survive transfer.
- h. <u>Captions</u>. The captions in this Deed of Conservation Easement have been inserted solely for convenience of reference, are not a part of the Easement and have no effect upon its construction or interpretation.
- i. <u>Amendment.</u> Should an amendment to or modification of this Easement become appropriate, Grantor and Grantee are free to jointly amend this document. The prior written approval of any amendment or modification of this Easement must be obtained from the Board and the Board must respond within thirty (30) days. Board's failure to respond within thirty (30) days shall be deemed approval of the proposed amendment. Any amendment or modification must be consistent

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with the conservation purposes of this Easement and may not affect its perpetual duration. Any amendment, must be written, signed by both parties and the Board or its successors or assigns, and recorded in the records of the El Paso County Clerk and Recorder.

j. <u>Termination of the Board.</u> In the event that Article XXVII of the Colorado Constitution, which established the Board, is amended or repealed to terminate the Board or merge the Board into another entity, the rights and obligations of the Board under this Easement shall be assigned to and assumed by another entity as provided by law, or in the absence of such direction, by the Colorado Department of Natural Resources or its successor.

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TO HAVE AND TO HOLD by Grantee, its successors, and assigns forever, Grantor and Grantee have executed this Deed of Conservation Easement on the day and year written above.

FOR THE GRANTOR:	FOR THE GRANTEE:
CITY OF COLORADO SPRINGS	THE WILLIAM J. PALMER PARKS FOUNDATION, INC.
Land Manager	Haula & Wenfram President
APPROVED AS TO FORM: Application Applic	ATTEST: Secretary Secretary
STATE OF COLORADO)) ss. COUNTY OF EL PASO)	
Subscribed and sworn to before me this by Richard Reich, as Land Manager for the Commission expires: 4-29-0 Notar	City of Colorado Springs.
STATE OF COLORADO) ss. COUNTY OF EL PASO)	
Subscribed and swom to before me this by P.J. Wenham and Leske Flaks, as Pres William J. Palmer Parks Foundation, Inc.	day of July 1998, sident and Secretary, respectively, of the
0	unan market land als



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My Commission expires:

DAVID C. CONLEY
MOTARY PUBLIC - COLORADO
EL PASO COUNTY
My Commission Expires
October 20, 1999

Notary Public

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Leigh Whitehead Associates, Inc.

2720 EAST YAMPA STREET, SUITE 1 COLORADO SPRINGS, CO 80909-5061

TELEPHONE 719-636-5179 / FAX 719-636-5199

ENGINEERS, SURVEYORS & PLANNERS

PROPERTY DESCRIPTION

TRACTS 4 AND A

A TRACT OF LAND BEING PORTIONS OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26, THE SOUTHEAST QUARTER OF SECTION 26, THE SOUTHEAST QUARTER OF SECTION 27 AND THE NORTH HALF OF SECTION 35, ALL IN TOWNSHIP 14 SOUTH, RANGE 67 WEST OF THE 6^{TH} P.M. IN THE CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE BASIS OF BEARINGS FOR THIS DESCRIPTION IS THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 14 SOUTH, RANGE 67 OF THE 6TH P.M., N00°48'27"W A DISTANCE OF 2598.95 FEET. THE BEARING IS A GRID BEARING OF THE COLORADO STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, N.A.D. 1983. THE LINE IS MONUMENTED BY A 2" DIAMETER PIPE AND 2½" DIAMETER PIPE CAP, LS 2372, ON THE SOUTH AND A 2½" DIAMETER ALUMINUM CAP LS 19625 ON THE NORTH.

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 27; THENCE NO0° 48'27"W ON THE EAST LINE OF SAID SOUTHEAST QUARTER A DISTANCE OF 649.93 FEET TO THE SOUTHEAST CORNER OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 27 AS MONUMENTED BY A 2" DIAMETER PIPE WITH A 21/2" DIAMETER PIPE CAP, LS 2372, AND THE POINT OF BEGINNING OF THE TRACT DESCRIBED HEREIN; THENCE S89°20'41"W ON THE NORTH LINE OF THAT TRACT OF LAND DESCRIBED IN BOOK 2383 AT PAGE 47 OF THE EL PASO COUNTY RECORDS A DISTANCE OF 1288.74 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE S01°09'30"E ON THE WEST LINE OF SAID TRACT A DISTANCE OF 651.40 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27; THE S89° 16'50"W ON THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER A DISTANCE OF 1284.75 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE NO2°16'20"W ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER A DISTANCE OF 1296.67 FEET TO THE NORTHWEST CORNER THEREOF; THENCE N89°12'30"E ON THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER A DISTANCE OF 1601.32 FEET TO A POINT 300 FEET EAST OF THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, SAID POINT BEING THE SOUTHEAST CORNER OF THAT TRACT OF LAND DESCRIBED IN BOOK 910 AT PAGE

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359 OF SAID EL PASO COUNTY RECORDS; THENCE N26°13'19"W ON THE EASTERLY LINE OF SAID TRACT A DISTANCE OF 1436.69 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER THAT IS 300 FEET WEST OF THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER; THENCE N89°08'17"E ON THE NORTH LINE OF THE SOUTHEAST QUARTER A DISTANCE OF 1617.89 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S89°59'08"E ON THE NORTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26 A DISTANCE OF 1317.98 FEET TO THE NORTHEAST CORNER THEREOF; THENCE N00°49'56"W ON THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER A DISTANCE OF 246.44 FEET TO THE SOUTHWEST CORNER OF THAT TRACT DESCRIBED AT RECEPTION NO. 098057305 OF SAID EL PASO COUNTY RECORDS; THE FOLLOWING FIVE (5) COURSES ARE ALONG THE SOUTHERLY AND EASTERLY LINES OF SAID TRACT: (1) THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 300.00 FEET THROUGH A CENTRAL ANGLE OF 49°39'02", AN ARC DISTANCE OF 259.97 FEET, THE LONG CHORD OF WHICH BEARS N70°04'28"E A DISTANCE OF 251.91 FEET TO A POINT OF REVERSE CURVATURE; (2) THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 250,00 FEET THROUGH A CENTRAL ANGLE OF 26°04'55", AN ARC DISTANCE OF 113.80 FEET, THE LONG CHORD OF WHICH BEARS N58°17'24"E A DISTANCE OF 112.82 FEET; (3) THENCE N69°52'59"E A DISTANCE OF 100.67 FEET; (4) THENCE N59°52'36"E A DISTANCE OF 135.00 FEET; (5) THENCE N17°03'11"E A DISTANCE OF 80,00 FEET TO A POINT ON THE SOUTH LINE OF THE VILLAGE AT STRATTON PRESERVE AS SHOWN ON THE SUBDIVISION PLAT THEREOF RECORDED AT RECEPTION NO. 997066121 OF SAID EL PASO COUNTY RECORDS; THENCE N89°57'16"E ON THE SOUTH LINE OF SAID SUBDIVISION A DISTANCE OF 604.97 FEET TO THE NORTHWEST CORNER OF THAT TRACT OF LAND DESCRIBED AT RECEPTION NO. 97053161 OF SAID EL PASO COUNTY RECORDS; THENCE S00°02'44"E ON THE WEST LINE OF SAID TRACT A DISTANCE OF 893.56 FEET; THENCE \$47°10'26"E ON THE SOUTHWESTERLY LINE OF SAID TRACT A DISTANCE OF 845.00 FEET; THENCE S89°00'58"W A DISTANCE OF 163.93 FEET TO A POINT OF CURVE; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 280.00 FEET, THROUGH A CENTRAL ANGLE OF 73°53'00", AN ARC DISTANCE OF 361.06 FEET; THENCE \$15°07'58"W A DISTANCE OF 144.67 FEET TO A POINT OF CURVE; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 370.00 FEET, THROUGH A CENTRAL ANGLE OF 17°34'58", AN ARC DISTANCE OF 113.54 FEET; THENCE S57°17'04"E A DISTANCE OF 60.00 FEET; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 430,00 FEET THROUGH A CENTRAL ANGLE OF 47°35'02", AN ARC DISTANCE OF 357.11 FEET, THE LONG CHORD OF WHICH BEARS \$56°30'27"W A DISTANCE OF 346.94 FEET; THENCE S80°17'58"W A DISTANCE OF 110.53 FEET; THENCE S22°58'00"W A DISTANCE OF 484.40 FEET; THENCE S04°43'00"W A DISTANCE OF 555.70 FEET; THENCE S23°28'00"E A DISTANCE OF 274.88 FEET; THENCE S29°20'00"W A DISTANCE OF 106.31 FEET; THENCE N87°37'27"W A DISTANCE OF 653.32 FEET TO A POINT ON THE EASTERLY LINE OF THE AFORESAID TRACT DESCRIBED IN BOOK 2383 AT PAGE 47; THE FOLLOWING FIVE (5) COURSES ARE ALONG THE EASTERLY AND NORTHERLY LINES OF SAID TRACT: (1) THENCE N11°37'41"E A DISTANCE OF 243.40 FEET; (2) THENCE N15°48'00"W A

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DISTANCE OF 393.71 FEET; (3) THENCE N34°30'48"W A DISTANCE OF 73.45 FEET; (4) THENCE N57°16'58"W A DISTANCE OF 109.45 FEET; (5) THENCE N79°22'56"W A DISTANCE OF 1218.02 FEET TO THE POINT OF BEGINNING: THE DESCRIBED TRACT CONTAINING242.5556 ACRES, EXCEPTING THEREFROM THE FOLLOWING DESCRIBED RIGHT-OF-WAY FOR GOLD CAMP ROAD.

A TRACT OF LAND BEING A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 14 SOUTH, RANGE 67 WEST, IN THE CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO, AND BEINGMORE PARTICULARLY DESCRIBED AS FOLLOWS:

A STRIP OF LAND BEING 100 FEET WIDE AND BEING 50 FEET ON EITHER SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: COMMENCING AT THE SOUTHWEST CORNER. OF THE SOUTHEAST QUARTER OF SECTION 27; THE N89° 16'50"E ON THE SOUTH LINE OF THE SOUTHEAST QUARTER A DISTANCE OF 542.52 FEET TO THE POINT OF BEGINNING OF THE CENTERLINE OF SAID 100 FOOT WIDE STRIP OF LAND; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 358, 10 FEET THROUGH A CENTRAL ANGLE OF 28°00'00", AN ARC DISTANCE OF 175.00 FEET, THE LONG CHORD OF WHICH BEARS N34°24'28"W A DISTANCE OF 173.26 FEET; THENCE N48°24'28"W A DISTANCE OF 153.00 FEET; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 358.10 FEET THROUGH A CENTRAL ANGLE OF 81°55'12", AN ARC DISTANCE OF 512.00 FEET; THENCE N33°30'44"E A DISTANCE OF 110.00 FEET; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 358.10 FEET THROUGH A CENTRAL ANGLE OF 56°28'48", AN ARC DISTANCE OF 353.00 FEET; THENCE N22°58'04"W A DISTANCE OF 167.72 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER AND THE TERMINUS OF SAID CENTERLINE, SAID POINT BEARING N89°12'30"E A DISTANCE OF 347.15 FEET FROM THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, THE EXTERIOR LINES OF SAID TRACT SHALL BE LENGTHENED OR SHORTENED TO INTERSECT THE ALIQUOT OUARTER SECTION LINES: THE DESCRIBED TRACT CONTAINING 3.3762 ACRES, MORE OR LESS.



CN999/PROPDESC.027



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Leigh Whitehead Associates, Inc.

2720 EAST YAMPA STREET, SUITE 1 COLORADO SPRINGS, CO 80909-5061

TELEPHONE 719-636-5179 / FAX 719-636-5199

PROPERTY DESCRIPTION

TRACT 2

A TRACT OF LAND BEING PORTIONS OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER AND THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 35 AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 67 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT ONE, BLOCK 11, STRATTON PARK ADDITION ACCORDING TO THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK D AT PAGES 34 AND 35 OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER, SAID CORNER ALSO BEING THE SOUTHEAST CORNER OF A TRACT DESCRIBED IN BOOK 2383 AT PAGE 47 OF SAID EL PASO COUNTY RECORDS; THENCE S89°29'12"E ON THE NORTHERLY LINE OF SAID BLOCK 11 A DISTANCE OF 254.60 FEET; THENCE N17°16'48"E ON THE WESTERLY LINE OF SAID BLOCK 11 A DISTANCE OF 336.40 FEET; THENCE S61°51'49"E ON THE NORTHEASTERLY LINE OF LOT 13 OF SAID BLOCK 11 A DISTANCE OF 151.90 FEET; THENCE \$74°25'04"E ON THE BOUNDARY OF SAID STRATTON PARK ADDITION A DISTANCE OF 40.81 FEET; THENCE N28°49'58"E A DISTANCE OF 20.08 FEET TO A POINT ON THE WESTERLY LINE OF LOT 14, BLOCK 9, STRATTON PARK ADDITION, SAID POINT ALSO BEING THE MOST SOUTHERLY CORNER OF A TRACT DESCRIBED IN BOOK 2779 AT PAGE 554 OF SAID EL PASO COUNTY RECORDS; THENCE N19°09'22"E ON THE WESTERLY LINE OF SAID TRACT A DISTANCE OF 130.50 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE S75°10'49"E ON THE NORTHERLY LINE OF SAID TRACT AND THE NORTHERLY LINE OF BLOCK 9, STRATTON PARK ADDITION A DISTANCE OF 281.04 FEET TO THE NORTHWEST CORNER OF LAMBERTY SUBDIVISION, A REPLAT OF LOTS 7 AND 8, BLOCK 9, STRATTON PARK ADDITION ACCORDING TO THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK W-3 AT PAGE 40 OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER; THENCE N48°05'15"E ON THE NORTHWESTERLY LINE OF SAID LAMBERTY SUBDIVISION, SAID BLOCK 9, STRATTON PARK ADDITION, RIDGEWAY SUBDIVISION ACCORDING TO THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK N-3 AT PAGE 58 OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER AND A TRACT DESCRIBED IN BOOK 6525 AT PAGE 1468 OF SAID RECORDS, A DISTANCE OF 503.64 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE S66°16'32"E ON THE NORTHEASTERLY LINE OF SAID TRACT A DISTANCE OF 81.27 FEET; THENCE

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N29°30'17"E ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF RIDGEWAY AVENUE A DISTANCE OF 45.07 FEET; THENCE ON THE APPARENT WESTERLY RIGHT-OF-WAY LINE OF UNDEDICATED RIDGEWAY AVENUE THE FOLLOWING FOUR COURSES: 1) THENCE N41°19'08"E A DISTANCE OF 151.11 FEET; 2) THENCE N56°53'24"E A DISTANCE OF 216.53 FEET; 3) THENCE N61°13'54"E A DISTANCE OF 204.87 FEET; 4) THENCE N79°39'55"E A DISTANCE OF 93.68 FEET TO THE SOUTHWESTERLY CORNER OF A TRACT DESCRIBED IN BOOK 6026 AT PAGE 480 OF SAID RECORDS; THENCE N29° 19'55"E ON THE NORTH LINE OF SAID TRACT A DISTANCE OF 164.28 FEET TO THE SOUTHWESTERLY CORNER OF A TRACT DESCRIBED IN BOOK 6066 AT PAGE 897 OF SAID RECORDS; THENCE N28°34'57"E ON THE WESTERLY LINES OF SAID TRACT DESCRIBED IN BOOK 6066, PAGE 897, A TRACT DESCRIBED IN BOOK 6345 AT PAGE 1476 OF SAID RECORDS, LOT 10, BOULEVARD SUBDIVISION ACCORDING TO THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK L AT PAGE 41 OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER AND A TRACT DESCRIBED IN BOOK 3189 AT PAGE 694 OF SAID RECORDS A DISTANCE OF 564.07 FEET; THENCE S59°07'49"E ON THE NORTHERLY LINE OF SAID TRACT DESCRIBED IN BOOK 3189 AT PAGE 694 A DISTANCE OF 109.63 FEET TO THE SOUTHWEST CORNER OF LOT 1, CRESTA VISTA SUBDIVISION FILING NO. 3 ACCORDING TO THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK U AT PAGE 74 OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER; THENCE N24°03'50"E ON THE WESTERLY LINE OF SAID CRESTA VISTA SUBDIVISION NO. 3 A DISTANCE OF 602.13 FEET TO THE NORTHWEST CORNER OF LOT 6, SAID CRESTA VISTA NO. 3; THENCE N20°33'50"E ON SAID WESTERLY LINE A DISTANCE OF 154.80 FEET TO THE SOUTHEASTERLY CORNER OF LOT 8, SAID CRESTA VISTA NO. 3; THENCE N55° 12'44"W ON THE SOUTH LINE OF SAID LOT 8 A DISTANCE OF 164,88 FEET TO THE CENTERLINE OF A 16 FOOT ALLEY VACATED IN BOOK 1637, PAGE 47 OF SAID RECORDS, SAID POINT ALSO BEING THE NORTHEASTERLY CORNER OF A TRACT DESCRIBED IN BOOK 6124 AT PAGE 849 OF SAID RECORDS; THENCE S39°22'48"W ON THE EASTERLY LINE OF SAID TRACT A DISTANCE OF 39.02 FEET; THENCE N66°01'57"W ON THE SOUTH LINE OF SAID TRACT A DISTANCE OF 129.32 FEET TO THE SOUTHEASTERLY CORNER OF A TRACT DESCRIBED IN BOOK 2118 AT PAGE 263 OF SAID RECORDS; THENCE N55°23'56"W ON THE SOUTH LINE OF SAID TRACT A DISTANCE OF 119.26 FEET TO THE SOUTHEASTERLY CORNER OF A TRACT DESCRIBED IN BOOK 3013 AT PAGE 942 OF SAID RECORDS; THENCE N60°39'03"W ON THE SOUTH LINE OF SAID TRACT A DISTANCE OF 113.90 FEET TO THE SOUTHEASTERLY CORNER OF A TRACT DESCRIBED IN BOOK 2367 AT PAGE 446 OF SAID RECORDS, THENCE N62°47'15"W ON THE SOUTH LINE OF SAID TRACT A DISTANCE OF 109.99 FEET TO THE SOUTHEASTERLY CORNER OF A TRACT DESCRIBED IN BOOK 1670 AT PAGE 347 OF SAID RECORDS; THENCE S89°29'00"W ON THE SOUTH LINE OF SAID TRACT A DISTANCE OF 130,70 FEET; THENCE N38°58'23"E ON THE NORTHWESTERLY LINE OF SAID TRACT A DISTANCE OF 165.58 FEET TO THE MOST SOUTHERLY CORNER OF LOT 14, CRESTA VISTA NO. 3; THENCE N55°09'40"W ON THE SOUTHWESTERLY LINE OF SAID LOT 14 A DISTANCE OF 156.80 FEET TO THE MOST WESTERLY CORNER OF SAID LOT 14; THENCE N60°26'24"E ON THE NORTHWESTERLY LINE OF SAID LOT 14 A

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DISTANCE OF 177.29 FEET TO THE MOST NORTHERLY CORNER OF SAID LOT 14: THENCE N50°53'03"W ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF LA VETA WAY A DISTANCE OF 64.38 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT TRACT DESCRIBED AT RECEPTION NO. 97053161 OF SAID EL PASO COUNTY RECORDS; THENCE S60°27'10"W ON SAID SOUTH LINE A DISTANCE OF 42.16 FEET; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 370.00 FEET, CONTINUING ON THE SOUTH LINE OF SAID TRACT, THROUGH A CENTRAL ANGLE OF 28°33'48", AN ARC DISTANCE OF 184.45 FEET; THENCE S89°00'58"W, CONTINUING ON SAID SOUTH LINE AND THE WESTERLY EXTENSION THEREOF A DISTANCE OF 217.96 FEET TO A POINT OF CURVE; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 280.00 FEET, THROUGH A CENTRAL ANGLE OF 73°53'00", AN ARC DISTANCE OF 361.06 FEET; THENCE \$15°07'58"W A DISTANCE OF 144.67 FEET TO A POINT OF CURVE; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 370.00 FEET, THROUGH A CENTRAL ANGLE OF 17°34'58", AN ARC DISTANCE OF 113.54 FEET; THENCE S57°17'04"E A DISTANCE OF 60.00 FEET; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 430.00 FEET THROUGH A CENTRAL ANGLE OF 47°35'02", AN ARC DISTANCE OF 357.11 FEET, THE LONG CHORD OF WHICH BEARS \$56°30'27"W A DISTANCE OF 346.94 FEET; THENCE S80°17'58"W A DISTANCE OF 110.53 FEET; THENCE S22°58'00"W A DISTANCE OF 484.40 FEET; THENCE S04°43'00"W A DISTANCE OF 555.70 FEET; THENCE S23°28'00"E A DISTANCE OF 274.88 FEET; THENCE S29°20'00"W A DISTANCE OF 106.31 FEET; THENCE N87°37'27"W A DISTANCE OF 653.32 FEET TO A POINT ON THE EASTERLY LINE OF THE AFORESAID TRACT DESCRIBED IN BOOK 2383 AT PAGE 47; THE FOLLOWING TWO (2) COURSES ARE ALONG THE EASTERLY LINE OF SAID TRACT: (1) THENCE S18°28'16"W A DISTANCE OF 174.97 FEET; (2) THENCE S01°29'24"E A DISTANCE OF 659.69 FEET TO THE POINT OF BEGINNING: THE DESCRIBED TRACT CONTAINING 75.6030 ACRES, MORE OR LESS.



C/1998/TRACTZ-027



Palmer Deed, 1907.

MONUMENT VALLEY PARK

PAGE 343

No. 145765.

Conditional Deed. William J. Palmer,

-to-

City of Colorado Springs. Filed for record 2:04 P. M. June 18, 1907,

KHOW ALL MEN BY THESE PRESENTS, That I, WILLIAM J. PALMER, of the County of El Paso and State of Colorado, for and in consideration of the sum of One Dollar (\$1.00) and divers other good and valuable considerations to me paid by and accruing from the City of Colorado Springs, a municipal corporation, in the County of El Paso and State of Colorado, the receipt whereof I hereby acknowledge; and also for the further consideration of the agreement Joseph H. Schisler, Recorder, by the grantee herein for itself, and its successors and assigns, that intoxicating liquors shall never be manufactured, sold or

otherwise disposed of as a beverage in any place of public resort in or upon the premises hereby granted, or any part thereof, and it is herein and hereby expressly reserved by me that in case my of the above conditions concerning intoxicating liquors are broken by the grantee herein. its successors or assigns, then this deed shall become null and woid, and all the right, title and interest of, in and to the premises hereby conveyed shall revert to me and my heirs; and the said grantee herein by accepting this deed for itself and its successors and assigns, consents and agrees to the reservations and conditions aforesaid:

Have, upon the express conditions and reservations, and subject to all the restrictions and limitations hereinafter set out, granted, bargained, sold and conveyed, and by these presents do grant, sell, convey and confirm unto the City of Colorado Springs aforesaid, and its successors, forever, all of the following described lots, pieces or parcels of land, situate, lying and being in the County of El Paso and State of Colorado, to-wit:

Description No. 1.

Beginning at Southwest corner Section 6, and the northwest corner of Section 7, Township 14 South, Range 66 West, 6th Principal Heridian, thence southerly along the west line of said Section 7, to a point 50 feet Southerly from said Section corner; thence Easterly on a line 50 feet South of the North line of Section 7 and parallel to said Section line. 474.4 feet to a point; thence angle right 81° 25' 41.53 feet to a point, the Southeast corner of Lot 1, Scholz sub-division to the City of Colorado Springs; thence angle right 94° 23' 105 feet along the south line of said Lot 1 to a point, thence angle left 111° 10' - 124 feet to a point on the South line of Lot 2, Scholz sub-division as above; thence angle left 68° 50' - 65.88 feet along the south line of said Lot 2 to a point, the southeast corner of said lot; thence angle right 85° 32' - 84.28 feet to a point, the Southeast corner of Lot 3, Scholz sub-division, thence angle right 103° 44' - 45.13 feet to a point on the south line of said Lot 3; thence angle left 120° 26' - 110.45 feet to a point; thence angle right 8° 25' - 128.4 feet to a point on the north line of West San Miguel Street; thence angle left 68° 31' - 47.5 ft. to a point; thence angle left 90° 15' - 102...8 feet to a point; thence angle right 90° 05' - 179 feet to a podmus; thence angle left, 107° 30' - 104.85 feet to a point; thence angle left, 72° 30' - 147.61 feet to a point; thence angle right 89° 55' - 99.02 feet to a point; thence angle right 89° 24' -116 feet to a point; thence angle left 107° 30' - 176.8 feet to a point 50 feet South of the North line of Section 7; thence Northerly 50.26 feet to a point on the south line of Section 6 Township 14 South, Range 66 West, 696.41 feet Easterly from the Southwest corner of ocid Township



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6, Westerly 95.23 feet along said line of Section 6, to a point; thence angle right 47° 25' - 123.61 feet to a point; thence angle right 27° 39' - 389.69 feet to a point; thence angle right 34° 54' - 79.5 feet to a point; thence angle left 35° 23' - 117.06 feet to a point on the north line of the Southwest 1/4 of the S.W. 1/4 of Section 6; thence 366.79 feet to the Northwest corner of the Southwest 1/4 of the S.W. 1/4 of the S.W. 1/4 of Section 6; thence Southwerly along the West line of said Section 6 - 653.35 feet to the place of beginning. Containing 9.265 acres more or 18s, and embracing a part of conveyance R.F. Weitbrec to Wm J. Palmer, See Book 417, page 363, El Paso County Records; part of conveyance Emily H. Lawton et al to Wm. J. Palmer, see Book 374, page 308, said records, and all of the following conveyances to Wm. J. Palmer, book and page of record reference, following each,

R. F. Weitbrec, Book 404, page 480.

R. J. Smithers, " 375, " 112

Sophronia Vinson " 403, " 221

Alice B. Taylor " 375 " 225

Hattie E. Woods " 404 " 495, subject to all the conditions and reservations and agreements in the said deeds expressed.

Description No. 2.

Beginning at a point, the intersection of the South line of West San Miguel St. with the East line of Herrison's sub-division to the City of Colorado Springs, thence along the south line of West San Miguel St., 108 feet to a point; thence angle left 87° 56' - 248.3 feet to a point on the north line of West Uintah St., thence along the north line of said West Uintah St., easterly 317.4 feet to a point; thence angle left, 90° 06' - 100.1 feet to a point; thence angle right 89° 54' - 71.6 feet to a point; thence angle left 107° 29' - 104.8 feet to a point; thence angle left 72° 31' - 240.2 feet to a point on the East line of Herrison's sub-division; thence angle right 89° 54' - 47.9 feet to the place of beginning, containing 1.68 acres more or less, and embracing the following conveyances to Wm. J. Palmer, book and page of record reference following each,

Julia A. Arthur Book 404 page 498

Florence M. Aldrich * 404 * 97

Hargaret O'Brien " 404 " 96, all of the records of El Paso County, Colorado, subject to all the conditions and reservations, and agreements in the said deeds expressed.

Description No. 2 A.

Beginning at a point on the North line extended Westward, of Lot 3, Block "A" Mayfair Addition to the City of Colorado Springs five hundred eighty-nine and thirty-six one hundredths (589.36) feet Westward from the Northeast corner of said Lot 3, thence along the said North line of said Lot 3 extende Westward, one hundred sixteen (116) feet to the East line of Harrison's Subdivision; thence Southward along the East line of Harrison's Subdivision ninety-nine and two one hundredths (99.02) feet to the point of intersection of the South line extended of said Lot 3, with the East line of Harrison's Subdivision; thence Eastward along the said extended South line of said Lot 3, one hundred forty-seven and sixty-one one hundredths (147.61) feet to a point five hundred fifty-seven and eighty/one hundredths (557.83) feet from the Southeast cor-

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ner of said Lot 3, thence angle left 107° 30° one fundred four and eighty-five one hundredths (104.65) feet to the place of beginning; containing three hundred and one, one thousandths (.301) acres, more or less.

Description No. 2 B.

Beginning at a point where the South line of Lot 2, Elock "B" Mayfair Addition to the City of Colorado Springs, extended Westerly in a straight line intersects the East line of Harrison's Subdivision, said point being two hundred (200) feet Northerly from the North line of Audley Place, and seven hundred and four and eight one hundredths (704.08) feet Westerly from the West line of Earl's Court and running thence Northerly along the eforesaid East line of Harrison's Subdivision, said line making an angle from East to North with the aforesaid South line of Lot 2, of 90° 05', a distance of two hundred (200) feet to a point, which is on the North line of Lot 1, Block "B" of Mayfair Addition aforesaid, extended Westerly, thence angle right 90° 05' Easterly along the North line of aforesaid line of Lot 1, a distance of one hundred and seventy-nine (179) feet to a point, thence angle right 72° 47' Southerly two hundred and nine and thirty-eight hundredths (209.38) feet to a point on the South line of Lot 2, aforesaid, thence angle, 107° 13' along the South line of Lot 2, aforesaid, Westerly two hundred and firty and two tenths (240.2) feet to the place of beginning. Containing nine thousand six hundred and thirty-ten seven, thousandths (.9637) of an acre, more or less.

Description Number Three.

Beginning at the intersection of the South line of West Uintah St. with the East line of Harrison's Sub-division; thence westerly along said South line of West Uintah St. 42.4 feet to a point; thence angle left 90° 06' - 105.7 feet to a point; thence angle right 20° 43' 118.82 feet to the Southeast corner of Lot 4 of Harrison's Sub-division; thence Angle left 159° 06' Northerly along the East line of said Harrison's sub-division 218.7 feet to the place of beginning, containing 0.16 acres more or less, being the same tract of land conveyed to Wm.

J. Palmer by Gertrude McCoy and Daisy M. Bumstead, recorded in Book 357 at page 113, and Book 411 at page 8, respectively, of the land record of El Paso County, Colorado, subject to all the conditions and reservations and agreements in the said dueds expressed.

Description Number Four.

Beginning at a point on the South line of West Uintah St. 150 feet easterly from the point of intersection of the South line of West Uintah St. and the East line of Harrison's Subdivision; the ence Easterly slong south line of said street 304 feet to a point; thence Southerly 456.32 feet along a line parallel with the west boundary of Block C, Mayfair Addition to Colorado Springs, and 60 feet distant therefrom; thence angle right 87° 57' - 15 feet to a point; thence angle left 80° 40' - 43.5 feet to a point on the north line of San Rafael St. extended westward, thence angle left 97° 17' - 183.76 feet along the North line of San Rafael St. extended, to a point; thence angle right 98°, 177 feet to a point; thence angle right 15° - 204.27 feet to a point; thence angle right 61° 08' ÷ 64.25 feet; thence angle right 13° 11' - 54.81 feet to a point; thence angle left 8° 25' - 60.27 feet to a point; thence angle left 9° 6' - 50.65 feet to a point; thence angle left 15° 40', 51 feet to a point; thence angle right 79° 8' - 141.3 feet to a point; thence angle left 88° 44', 25.9 feet to a



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point; thence angle left 90° - 138.5 feet to a point; thence engle right 91° 43' - 69 feet to a point; thence angle left 9° 16' - 22 feet to a point; thence on a curve to the left (radius 102.73 feet) whole angle 76° 7' - 136.47 feet to a point; thence on a line tangent to the are of the circle of the previous course (mag. course South 40° 8' E.) 254.36 feet to a point; thence angle left 5° 59' - 204.73 feet to a point; thrence on a curve to the left, tangent to last course (radius 37.75 feet, whole angle 56° 14') 37.05 feet to a point; thence on a line tangent to the arc of the previous course (Mag, course North 77° 39' E.) 91.1 feet to a point; thence angle left 35° 26' - 103.5 feet to a point; thrence angle right 107° 37' - 71 feet to a point on the North line of Cache la Roudre St. extended restward in a straight line from Cascade Avenue, 544.4 feet from the west line of Cascade Ave.thence westerly along said north line of Cache la Poudre St. extended 847.7 'eet to a point on the East line of the Denver and mio Grande Railway's right of way; thence angle right 79° 31' - 915.37 feet along the East line of the aforementioned Railroad right of way to a point on the south line of San Rafael St. extended westward; thence angle right 100° 29' along said south line of said street extended, 424.3 feet to a point; thence angle left 80° 36' 60.86 feet to a point on the East line of Harrison's Subdivision; thence angle left 9° 28' - 40 feet to a point on the north line of San Rafael St. expended; thence Easterly along the north line of San Rafael St, extended 150 feet to a point; thence morther by on a line parallel to the East line of Harrison's Subdivision, and 150 feet distant therefrom, 500 feet to the place of beginning, containing 18.73 acres, more or less, and energing the areas contained in the following conveyances to Wm. J. Palmer, with reference to book and page record of each.

Mabel L. Bartlett et al Book 403, page 182,

D. Wilson Moore et al " 574, " 412

Clarence P. Dodge " 375 " 172

Theophilus Harrison " 362 " 464

Daisy M. Burstead " 244 " 8

Trustees of Colorado College" 244 " 548, subject to all the conditions and reservations and agreements in the said deeds expressed, and with the condition of a grent to be made to the City of Colorado Springs out of the above described tract for a 35-foot street extending along and adjoining on the East and D. & R. G. R. R. right of way, from Mesa Road to the North line of San Rafael St. extended Westward.

Description Fumber Five.

Beginning at a point on North line of Lot fourteen (14) in Block "X" in re-subdivision of Lots one (1), two (2), three (3) and thirteen (13), Block "k" and Lots twelve (12), thirteen (13) and four sen (14) Block L, in Addition No. 5 to the City of Colorado Springs, whence northeast corner of said at fourteen (14) bears South 87° 30' East, 79.96 feet distant and running thence on a curve to the left, whose radius is 70 feet and whose central angle is 90° - 109.96 feet to a point; thence on a tangent to last mentioned curve South 2° 30' West- 30 feet to a point; thence on a curve to the left (the tangent of which makes an angle to the left of 23° 22' with the last mentioned course), the said curve having a radius of 68.68 feet and a central angle of 66° 04', 79.19 feet to a p int which is on a straight line between the last mentioned point and the southeast corner of Lot one (1), Block K aforesaid; thence on a curve



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to the right having a radius of 95.68 feet and a central angle of 29° 58' - 50.56 feet to a point; thence on a tangent to last mentioned curve at last mentioned point North 56° 38' West - 80.53 feet to a point; thence on a curve to the right having a radius of 66.97 feet and a central angle of 32° 28' - 37.94 feet to a point; thence on a curve to the right whose radius is 32.78 feet and central angle 29° 30' - 16.87 feet to a point; thence on a curve to the right whose radius is 59.52 feet and central angle 51° 35' 53.59 feet to a point; thence on tangent to last mentioned course North 56° 35' East 41.34 feet to place of beginning, embracing area conveyed to Wm. J. Palmer, by Clarence Carpe nter, by deed recorded in Book 375 at page 191, subject to all the conditions and reservations and agreements in the said deeds expressed.

Description Number Six.

Beginning at a point on the North line of Lot twenty-five (25) of Beverly Re-subdivision of a part of Block F, Addition No. 5 to the City of Colorado Springs, 41.32 feet westerly from the Northeast corner of said Lot twenty-five (25), thence westerly along the north line of said Lot twenty-five (25), 59.15 feet to the Northwest corner of said Lot twenty-five (25), thence southerly 200.2 feet to the southwest corner of said Lot twenty-five (25); thence angle left 87° 50 feet to the northwest corner of Lot ten (10) of said Block F, Add. No. 5; thence angle right 87° - 187 feet to a point, the southwest corner of Lot ten (10) of said Block F, Addition No. 5,- thence Easterly along the south line of said Lot ten (10) - 107 feet to a point; thence angle left 121° 15' - 117.05 feet to a point; thence angle right 17° 52' - 81.14 feet to a point, to the Southeast corner of Lot twenty-five (25) aforementioned; thence angle left 92° 28' - 63.55 feet to a point; thence angle left 23° 28' - 55.11 feet to a point; thence angle left 92° 09' - 14.11 feet to a point; thence angle left 23° 28' - 53.54 feet to a point; thence angle left 82° 27' - 33.84 feet to a point; thence angle right 87° 24' - 88.94 feet to a point, the place of beginning, embracing the tracts set forth in the following conveyances to Wm. J. Palmer, with Book and page of record of each;

Helen E. Waterman, see Book 375, page 138

Martha R. Wray * 404, * 465

Alice C. Bemis " 375, " 64, subject to all the conditions and reservations and agreements in the said deeds expressed, and including the conditions granted to Wm.J.

Palmer by Helen E. Waterman, as to a part of Lots twenty-one (21), twenty-two (22) and twenty-five (25) of Beverly Re-subdivision of Block F, Addition No. 5 to the City of Colorado Springs, which said agreement is recorded in Book 401 at page 25 of the El Paso County records to which especial reference is hereby made.

Description Number 7.

Beginning at the Northwest corner of Lot 14, Block E of Addition No. 5 to the City of Colorado Springs; thence Eas erly along the North line of Lots Fourteen (14) and thirteen (13) of said Block, 155.14 feet to a point; thence angle right, 119° 12' - 132.65 feet to a point; thence angle left 7° 14' - 103.78 feet to a point on the North line of Lot Eight (8) of said Addition No. 5; thence angle left 46° 26' - 197.52 feet to a point on the South line of Lot Eight (8), of said Block; thence Westerly along the south line of Lot Eight (8) 90.9 feet to the Southwest corner of said Lot Eight (8); thence Northerly along the west line of Lots Eight (8) and Fourteen (14) of said Block, 386.25 feet to the place of beginning; containing



401, page 57 of aforementioned records.

North Cheyenne Cañon Park Master and Management Plan

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0.639 agree, embracing areas convey to Wm. J. Palmer by deed from Mary Loui Carpenter, Book

375, page 81, El Pasc County records, Catherine T. Adams and Edward T. Adams, see Book 375,

page 149 of said records, subject to all the conditions and reservations and agreements in the
said deeds expressed. The agreements as to parts of Lots Eight, (8), Thirteen (13) and Pourteen

(14) of Block E, Addition No. 5, aforesaid, as set forth in agreements from Mary Louise Carpenter et al, see Book 358, page 471, El Paso County records, and Catherine T. Adams, see Book

-DESCRIPTION NUMBER EIGHT.

A part of Lot Four (4), Block D, Addition No. 5 to the City of Colorado Springs, more fully described in a deed from James F. Burns to Wm J. Palmer, recorded in Book 404 at page 242 of El Paso County Records to which especial reference is hereby made.

DESCRIPTION NUMBER NINE.

Beginning at the Northeast corner of Lot two (2) in Block D, Addition No.5 to the City of Colorado Springs; thrence Westerly along the North line of Lot two (2) 30.48 feet to a point; thence angle left 100° 13′ = 94.7′ feet to a point; thence South erly 132.33 feet to a point on the center of North line of Lot 2 aforesaid; thence angle left 92° 12′ = 160.11 feet to a point on the North line of Lot 3; thence Westerly along the North line of Lot 3 aforesaid, 40.84 feet to the place of beginning, embracing areas of conveyances to Wm. J. Palmer from Catherine Reynolds, book 402, page 331, El Paso County Records, and the Mutual Realty Co., Book 375, page 241 of aforementioned records.

DESCRIPTION NUMBER TEN.

Lots six (5), Seven (7), Eight (8) and Nine (9), in W. F. Crosby's Sub-division of a part of Lot one (1) and Lots two (2) and Three (3) in Block C of Addition No. 5 to the City of Colorado Springs, as described in the conveyance from Walter F. Crosby to Wm. J. Palmer, recorded in Book 383 at page 331 of El Paso County records, subject to all the conditions and reservations and agreements in the said deeds expressed.

Wherever in the above descriptions the courses and distances differ from those specified in the deeds to which reference is made, such courses and distances are those subsequently determined by survey.

DESCRIPTION NO. 11.

Being the Northeast quarter (N. E. 1/4) of the Southwest quarter (S. W. 1/4) of Section thirty-four (34), Township fourteen (14) South, Range sixty-seven (67) West of the Sixth (6th) Principal Meridian, containing forty (40) acres, more or less.

DESCRIPTION NO. 12.

The Northwest quarter (N. W. 1/4) of the Northwest quarter (N. W. 1/4) of Section thirty-four (34); the Northeast quarter 'N.E. 1/4) of the Northeast quarter (N. E. 1/4) of Section thirty-three (33); the Southwest quarter (S.W. 1/4) of the Southwest quarter (S.W. 1/4) of Section twenty-seven (27); the Southeast quarter (S. E. 1/4) of the Southeast quarter (S. E. 1/4) of Section twenty-eight (28); all in Township fourteen (14) South, Range sixty-seven (67) West.

Also the Southeast quarter (S. E. 1/4) of the Northeast quarter (N.E. 1/4), and the Northeast quarter (E. E. 1/4) of the Southeast quarter (S. E. 1/4) of Section thirty-two (32);

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the Southeast quarter (S.E. 1/4) of the Northwest quarter (N.W. 1/4); the North half (N. 1/2) of the Southwest quarter (S.W. 1/4), the Southwest quarter (S.W. 1/4) of the Northwest quarter (N.E. 1/4) and the Northwest quarter (N.W. 1/4) of the Southeast quarter (S.E. 1/4) of Section thirty-three (33), all in Township fourteen (14) South, Range sixty-seven (67) West of the sixth (6th) P.M. Reserving however, and the above conveyed premises being subject to the right of way of The Colorado, and Oripple Creek District Railway Company as conveyed by deed dated Jamiary 18th, 1900, and recorded in Book 279 at page 172 of the El Paso County records, and being also subject to such, if any, rights there may be accruing to The East Colorado Springs Land and Water Supply Company, their successors or assigns, by virtue of a certain plat of a ditch and pipe line recorded in Plat Book "D" at page 8 of said records.

Also a strip of land sixty (60) feet wide, being thirty (30) feet on either side of the center line of that road commonly known as the Bear Creek Canon toll road as the same is located, constructed and operated over and across the South half (S.1/2) of the Southwest quarter (S.W. 1/4) of Section twenty-one (21); the Northwest quarter (N.W.1/4) of the Northwest quarter (N.W. 1/4) of Section Twenty-eight (26), and the Northeast quarter (N.E.1/4) of the Northeast quarter (N.E.1/4) of Section twenty-nine (29), all in Township fourteen (14) South of Range sixty-seven (67) West of the sixth (6th) P.M.

Also a strip of land sixty (60) feet wide, being twenty-five (25) feet on the Southerly and Westerly side and thirty-five (35) feet on the Northerly and Easterly side of the center line of the Bear Greek-Cheyenne Canon tourist road as the same is now located, constructed and operated; beginning at a point, the intersection of said tourist road and said Bear Greek Canon toll road, whence the North quarter (N.1/4) corner of Section twenty-eight (23) above mentioned bears

North (N.) 82° 07' East (magnetic variation 14° East) one thousand nine hundred sixty-two and six tenths (1962.6) feet, and running thence in a Southerly and Easterly direction across the said

Northwest quarter (N.W. 1/4) of the Northwest quarter (N.W. 1/4) of Section twenty-eight (28).

Subject to the conditions and reservations in the deed from Mary T. Hatch to J. R. Lilly, Trustee, recorded in Book 362, page 281.

DESCRIPTION NO. 13.

A right of way for road purposes 60 feet wide, being 30 feet on each side of the following described center line, to wit: Beginning at a point on the

West line of the S.E. 1/4 of the N. E. 1/4 of Section 20, Township 14 South, Range 67 West of the 6th P.M., who ence the North east corner of said section 20 bears N 32° 20' E. and distant 2485 feet and running thence S. 84° 00' E., 176.4 feet; thence S. 62° 15' E. 220 feet; thence S. 67° 00' E. 180 feet; thence S. 19° 30' E. 80 feet; thence N. 78° 30' E. 80 feet; thence S. 71° 30' E. 75 feet thence N. 76° 00' E. 100 feet; thence S. 75° 30' E. 245 feet; thence S. 57° 00' E. 110 feet; thence N. 73° 30' E. 90 feet; thence N. 37° 00' E. 75 feet; thence S. 88° 30' E. 105 feet; thence N. 36° 30' E. 100 feet; thence N. 74° 45' E. 180 feet; thence N. 64° 45' E. 130 feet; thence N. 59° 45' E. 90 feet; thence S. 69° 15' E. 115 feet; thence S. 59° 15' E. 130 feet; thence S. 73° 00' E. 205 feet; thence S. 51° 10' E. 70 feet; thence S. 10' E. 165 feet; thence S. 59° 20' W. 60 feet; thence S. 49° 50' W. 120 feet; thence S. 1° 10' E. 165 feet; thence S. 59° 20' W. 70 feet; thence N. 62° 00' W. 210 feet; thence S. 51° 50' W. 85 feet; thence S. 59° 40' W. 85 feet;



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thence S. 90° 00' W. 190 feet; thence S. 11° 00' E. 135 feet; thence S. 47° 00' W. 140 feet; thence S. 43° 30' E. 50 feet; thence S. 76° 30' E. 100 feet; thence S. 74° 00' E. 120 feet; thence S. 33° 30' E. 130 feet, thence S. 60° 30' E. 140 feet; thence S. 69° 00' E. 200 feet; thence N. 79° 00' E. 230 feet; thence N. 84° 00' E. 120 feet; thence S. 51° 30' E. 6 feet to a point on the East line of the N. W. 1/4 of the S. W. 1/4 of Section 21, Township 14 South, Range 67 West of the 6th P. M. whence the South quarter corner of said section 21 bears S. 29° 55' E. and distant 2213 feet.

Also beginning at a point on the South line of the ". W. 1/4 of the S. W. 1/4 of Section 14
21, Township South, Range 67 West of the 6th P. M., whence the South quarter corner of said
Section 21 bears S. 46° 41' E. and distant 1911 feet, and running thence N. 44° 15' W. 132 feet;
thence on a curve to left whose radius is 30 feet; 49.7 feet; thence S. 40° 45' W. 127 feet to
a point on the said south line of the N. W. 1/4.0f Section 21, whence the South quarter corner
still
of Section 21 bears S. 50° 53' E. and distant 2030 feet, containing a total area of 7.2 acres
more or less. Magnetic variation on all courses, 14° 00' E., June I, 1904.

DESCRIPTION NO.14.

A right of way for road purposes 60 feet wide, being 30 feet on each side of the following described center line, to-wit: Beginning at a point on the North line of the S. 1/2 of the S. W. 1/4 of Section 21, Township 14 South, Range 67 West of the 6th P. M., whence the south quarter corner of said Section 21 bears S. 34° 08' E. and distant 1582 feet, and running thence S. 2° 00' W. 52 feet; thence 8.81° 00' W., 180 feet; thence S. 86° 15' W., 200 feet; thence N. 58° 45' W. 20 feet; the nce N. 44° 15' W. 63 feet to a point on the said North line of the S. 1/2 of the S. W. 1/4 of Section 21, whence the said South quarter corner bears S. 46° 41' E. and distant 1911 feet.

Also beginning at a point on the aforesaid north line of the S. 1/2 of the 3. W. 1/4 of Section 21, whence the said south quarter corner of Sec. 21 bears S. 50° 53' E., and distant 2030 feet, and running thence S. 40° 45' W. 33.3 feet; thence S. 39° 15' E. 240.7 feet; thence S. 17° 45' E., 159.3 feet; thence S. 45° 45' E., 140 feet; thence S. 56° 15' E., 195 feet, thence S. 10° 45' E., 125 feet; thence S. 19° 15' W., 30 feet; thence S. 43° 15' W., 30 feet; thence on a curve te left whose radius is 20 feet, /5.3 feet; thence N. 35° 45' E. 59.7 feet to a point whence the aforesaid south quarter corner of Section 21 bears S. 62° 09' E. and distant 1262 feet, containing a total area of 2.35 acres, more or less. Magnetic variation on all courses 14° 00' E., June 1, 1904.

DESCRIPTION NO. 15.

A right of way on which to construct, operate and maintain a carriage driveway over and across the Experimental Lode Claim located in Section 33, Township 14 South, Range 67 West of the 6th P. M., as seme appears of record in the Clark and Recorder's office, El Peso County, Colorado, in Book 20, Location Certificates, at page 306 thereof and filed on the 6th day of May, A.D. 1903. The center line of said right of way to be as now designated by the alignment stakes of said driveway over and across said Lode Claim,

DESCRIPTON NO. 16.

Lots 24 and 25, Block 275 of the Anthony Bott Addition No.4 to the Town of Colorado City, Colorado, as the same appears of record at page 32, Plat Book "C", El Paso County records.



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DESCRIPTION NO. 17.

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Beginning at station 37+51.4 of said driveway survey, a point on S. line of the Colorado City ceretery grounds, whence the N.E. corner of Section 15, Township 14 South, Range 67 West of the 6th P.M. bears N. 65° 50' E. 1934.5 feet distant, and running thence in a Northeasterly direction on a 30° curve to the right a distance of 98.6 feet; thence on a tangent N. 73° 32' E., 100 feet; thence on a curve to the left whose radius is 100 feet, 77.5 feet; thence on tangent N. 27° 02' E. 447.5 feet; thence on a 24° curve to right 175 feet; thence on tangent N. 69° 02' E. 40.3 feet; thence on a 14° curve to the right, 103.2 feet; thence on tangent N. 83° 32' E. 17 feet to station 45+11 of said driveway survey, a point on the east line of said cemetery grounds whence the N.E. corner of said Section 15 bears N. 84° 27' E., 1110 feet distant; excepting and excluding from said right of way all that portion in conflict with a right of way previously granted to The Colorado Springs and Cripple Creek District Railway Company.

All courses true; magnetic variation 14° East, April 5th, 1904

DESCRIPTION NO. 18.

A right of way for road purposes sixty feet wide, being thirty feet in width on either side of the following described center line. Beginning at a point on the South line of the N. W. 1/4 of Section 15, Township 14 South, Range 67 West of the 6th P. M. 247.4 feet West of the S. E. corner of said quarter section and running thence N. 24° 40° E. 426.2 feet; thence on a 30° curve to the right (radius 193.2 feet) 102.9 feet to a point on the East boundary line of said

quarter section 465.8 feet Northerly from the S. E. corner thereof: Containing 0.72 acres more or less. Magnetic variation on all courses 14° E. Mar. 18, 1904.

DESCRIPTION NO. 19.

A right of way or easement for road purposes 60 feet, wide, being 30 feet on either side of the following described center line; Beginning at Station 37+13.9 of said road survey, a point whence the N.E. corner of Section 15, Towhship 14 South Range 67 West of the 6th P.M. bears N. 65° 20' E. 1968 feet distant; and running thence N. 36° 02' E. 11.1 feet; thence on a 30° curve to the right, a distance of 26.4 feet to station 37+51.4 of said road survey, a point on the South line of the Colorado City Cemetery grounds: Containing 0.05 acres, more or less. Magnetic variation on all courses 14° E., June 15, 1904. It is mutually understood and agreed that wherever the said right of way shall cease to be used as a roadway the same shall revert to the grantor herein.

DESORIPTION NO. 20.

An easement or right of way for carriage road purposes over and across the N. E 1/4 of the S. W. 1/4 of Section 21, Township 14 South, Range 67 West of the 6th P. M., a strip of land 60 feet wide, being 30 feet on each side of the following described center line: Beginning at a point on the West line of the forty acre tract aforesaid; whence the South quarter corner of said section 21 bears S. 29° 55' E. and distant 2213 feet, and running thence S. 51° 30' E., 94 feet; thence S. 5° 00' E. 100 feet, thence S. 53° 30' E. 80 feet; thence S. 64° 00' E. 60 feet; thence S. 54° 30' E. 170 feet; thence S. 53° E. 60 feet; thence S. 11° 00' W. 60 feet; thence S. 89° 30' W. 170 feet; thence S. 14° 00' E. 110 feet; thence S. 2° 00' W., 73 feet to a point on the South line of the said N. E. 1/4 of the S. w. 1/4 of Section 21 whence the South quarter



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corner of said section bears S. 34° 08' E., and distant 1582 feet, containing 1.34 acres, more or less. It is mutually understood and agreed that whenever the said right of way shall cease be to be used for carriage road purposes the same shall revert to grantor herein. Magnetic variation on all courses 14° 00' E. 6/1/04.

DESCRIPTION NO. 21.

A right of way for road purposes 60 feet wide, being 30 feet on either side of the following described center line; Beginning at station 0 of said road survey, a point in the center of the Colorado City-Bear Creek County road, and on the North Line of the C.S.k C.C.D.Ry, right of way, whence the N. E. corner of the S. W. quarter of Section 15, Township 14 South, Range 67 West of the 6th P. M. beers N. 47° 20' E. 582 feet and running thence N. 24° 40' E. 433.8 feet to a point on the North line of said quarter section 247.4 feet West from the N. E. corner thereof; Also beginning at station 14+57.2 of said road survey, a point whence the S. W. corner of the N. E. 1/4 of said Section 15 bears S. 19° 30' W. 893.1 feet, and running thence N. 16° 40' E. 42.8 feet; thence on a 14° curve to right 155 feet; thence on tangent N. 38° 22' E. 271.3 feet; thence on a 12° curve to right a distance of/11.5 feet to station 20+37.8 of said road survey, a point whence the S. W. corner of said quarter section last mentioned bears S. 25° 40' W.1454.3 feet; Also beginning at station 23+62 of said road survey, a point whence the S. W. corner of the N. E. quarter of said section fifteen, bears S. 17° 28' W. 1374 feet and running thence in a Southwesterly direction on a 24° curve to left 53 feet; thence on tangent S. 35° 32' W. 205 feet; thence on a curve to the right, whose radius is 30 feet, 88.2 feet; thence on tangent N. 23° 54' E. 236.3 feet; thence on a 8° 38' curve to right, 71 feet to station 30+25.5 = station 31:00; thence on a 20° curve to right 79.8 feet to station 31:79.8 of said road survey , a point whence the S. W. corner of the N. E. quarter of said section 15 bears S. 14° 20' W., 1515.6 feet distant; Containing a total area of 2.42 acres more or less. Said right of way being subject, however, to a certain right of way formerly granted to the City of Colorado Springs, Colorado, for a water main. Hagnetic variation on all courses 14° E. March 18,1904.

DESCRIPTION NO. 22.

A right of way for road purposes, sixty feet wide, being thirty feet on either side of the following described center line; Beginning at station 9+62.9 of said road survey, a point on the West line of the Northeast querter of Section 15, Township 14 South, Range 67 West of the 6th P. M. whence the Southwest corner thereof bears South 0 degrees and 17 minutes East, four hundred and sixty-five and eight tenths feet and running thence in a Northeasterly direction on a 30° curve to the right, a distance of 12.1 feet; thence on tangent North 59° 10′ E. 57.5 feet; thence on an 18° curve to left, 105.5 feet; thence on tangent North 40° 10′ E. 112.2 feet; thence on a 16° curve to left, 146.9 feet; thence on tangent North 16° 40′ E. 60.1 feet; to station 14+57.2 of said road survey, a point whence the Southwest corner of said quarter section bears South 19° 30′ W. 893.1 feet, containing 0.68 acres more or less. Magnetic variation on all courses 14° E. March 18, 1904.

DESCRIPTION NO. 23.

A right of way for a trail or path for foot passengers or horsemen 5 feet in width, with such additional ground on either side thereof as may be necessary for supports, cuts, fills and



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ditch ways over and across the E. 44 and Lucky Find lode mining claims, sit is in the S. W. Estell

1/4 of the N. E. 1/4 of Section 20, Township 14 South, Range 67 West of the 6th P. M., more particularly described as follows:

Starting on the Northerly end line of said Lucky Find lode, at & point about 45 feet Easterly of the Northwest corner thereof; thence in a generally Southerly, Southeasterly and Easterly course across said Lucky Find and Estell lode mining claims, across the Easterly side line of said Estell lode mining claim about 303 feet South of the Northeast corner thereof, as now located and constructed.

DESCRIPTION NO. 24.

All my right, title and interest in and to a special agreement between the Pike's Peak Porest Reserve and William J. Palmer, for privilege of occupying right of way sixteen feet wide and one mile long over public land in Township 14 South, Range 57 West of the 6th P. M. in the Pike's Peak Porest Reserve and located as follows: Beginning at the point indicated on the map of survey accompanying seid application and marked Exhibit "A", as being situated on the East boundary line of the S. W. 1/4 N. E. 1/4 Section 20; thence Westerly, Northerly and Westerly through the said S.W. 1/4 N. E. 1/4, and Northerly through the N. W. 1/4 of N. E. 1/4 said Section 20, and Northwesterly to the point on the West boundary line of S. W. 1/4 of S. E. 1/4 Section 17, as designated by the said map of survey, and to construct thereon a wagon road to be used by the general public.

Description No. 25.

ALSO all my right, title and interest in and to a certain lease dated the first day of June, 1905, executed by The Chicago, Rock Island & Pacific Railway Company to me and duly recorded in the office of the Clerk and Recorder of El Pasc County in Book 401, page----, and

ALSO all my right, title and interest in and to a certain lease dated the 13th day of June, 1905, executed by The Denver & Rio Grande Railroad Company, and recorded in the office of the Clerk and Recorder of El Paso County in Book 401, page----

Also that portion of the so-called Bear Creek Canon Toll Road as the same is located, constructed and operated over and across the North half of the Southwest quarter, the Southeast quarter of the Northwest quarter and the South half of the Northeast quarter, of Section 21, Township 14 South, Range 67 West of the 6th P. M., to the Eastern terminus of the said toll road-DESCHIPTION NO. 26.

All my right, title and interest in and to a right of way for road purposes 60 feet wide, being 30 feet on each side of the following described center line, to-wit: Beginning at a point in Orystal Park whence the Southeast corner of Section 18, Tp. 14 S., R. 67 W. of the 6th P.W. bears S. 37° 34' E. and distant 3125 feet, and running thence S. 77° 00' E., 130 feet; thence S. 14° 00' E., 115 feet; then: S. 5° 30' E., 215 feet; thence S. 46° 00' E., 140 feet; thence S. 59° 30' E., 230 feet; thence S. 52° 00' E., 200 feet; thence S. 77° 00' E., 170 feet; thence S. 43° 30' E., 240 feet; thence S. 57° 30' E., 120 feet; thence S. 64° 30' E. 160 feet; thence S. 257′ 12° 45' E. 353 feet; thence S. 50° 00' W., feet; thence S. 47° 00' W. 130 feet; thence S. 57° 30' E. 110 feet; thence S. 58° 00' E., 90 feet; thence S. 37° 30' E. 185 feet; thence S. 42° 00' E., 120 feet; thence S. 26° 00' E., 150 feet; thence S. 31° 00' W., 185 feet; thence S. 23° 30' E., 120 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 feet; thence S. 23° 30' E., 120 feet; thence S. 1° 30' W., 145 feet; thence S. 10° 00' W., 110 fee



265 feet; thence S. 7° 00' W., feet; thence S. 54° 30' W., 100 feet; nce S. 61° 00' W., 50 feet; thence S. 65° 30' W., 110 feet; thence S. 42° 00' W., 75 feet; thence S. 39° 30' E., 60 feet; thence S. 77° 30' E., 100 feet; thence S. 64° 30' E., 125 feet; thence S. 26° 00' E., 130 feet; thence S. 62° 30' E., 70 feet; thence N. 34° 00' E., 70 feet; thence N. 19° 00' E., 190 feet; thence N. 49° 00' E. 130 feet; thence N. 50° 30' E. 160 feet; thence N. 37° 30' E., 55 feet; thence N. 13° 00' E., 70 feet; thence N. 57° 30' E. 135 feet; thence S. 78° 00' E., 50.5 feet to a point on east line of Section 19, Tp. 14 S., R. 67 W. of 6th P.M., 232.4 feet South of the Northeast corner thereof.

Also beginning at a point on the south line of Section 17, Tp. 14 S., R. 67 W. of the 6th P. M., 283.2 feet East of the Southwest corner thereof and running thence N. 15° 00' E., 64 feet; thence N. 45° 00' E., 75 feet; thence N. 86° 30' E., 110 feet; thence S. 72° 00' E., 30 feet; thence S. 45° 00' E., 57 feet; thence N. 47° 07' E., 63 feet; thence N. 53° 07' E., 185 feet; thence H. 88° 33' E., 93 feet; thence S. 28° 30' E., 130 feet; thence S. 13° 00' E., 65 feet; thence S. 76° 00' E., 45 feet; thence S. 45° 30' E., 12.7 feet to a point on the South line of Section 17, Tp. 14 S., R. 67 W. of the 6th P.M., 1,012.3 feet East of the Southwest corner thereof.

Also beginning at a point on the South line of Tection 17, Tp. 14 S., R. 67 W. of the 6th P. M., / 25 . Teet East of the S. W. corner thereof, and running thence N. 6° 00° E., 42 feet; thence N. 34° 40° E., 240 feet; thence N. 44° 10° E., 100 feet; thence N. 52° 10° E., 30 feet; thence N. 78° 10° E., 185 feet; thence N. 65° 10° E., 190 feet; thence S. 67° 50° E., 150 feet; thence N. 58° 40° E., 102 feet; thence N. 79° 40° E., 130 Teet; thence N. 81° 40° E., 80 feet; thence N. 63° 40° E., 50 feet; thence S. 32° 20° E., 100 feet; thence N. 89° 40° E., 98 feet; thence S. 82° 20° E., 80.4 feet to a point on the East line of the Southwest quarter of said Section 17, 511 feet North of the Southeast corner thereof; containing 11.4 acros more or less. Magnetic variation on all courses 14° 00° E., May 20th, 1904.

But the rights of way herein conveyed for tourist roads and driveways, and for what is commonly known as the High Drive, is upon the express condition, limitation and reservation that all heavy traffic shall be kept off and debarred from use thereof, and also that automobiles and sutceycles shall not be permitted to use the same, or any part thereof, except by the unanimous consent of the Park Commission.

DESCRIPTION NO. 27.

A right of way for Palmer Park Paseo as the same is located and constructed, being a strip of land sixty feet wide, twenty feet on the right or Northerly and forty feet on the left or Southerly sides of the following described line:

Beginning at a point on the East line of the Northwest quarter of Section 33, Township 13 South, Range 66 West of the .th P.M., 891.6 feet North of the Southeast corner thereof and running thence South 89° 30' West 200 feet; thence on a curve to the left whose radius is 146.2 feet and whole engle of 90°. a distance of 229.9 feet; thence on tangent South 0° 30' East 235 feet; thence on a 20° curve to the right and whole angle of 65°, 325 feet; thence on tangent South 64° 30' West 325 feet; thence on a 24° curve to the left and whole angle 32° 40', 136 feet; thence on tangent South 31° 50' West 47.5 fee. to a point on the South line of the quarter section above mentioned, whence the Southwest corner thereof bears South 89° 45' West 1699.5



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feet distant; thence on same to _ant South 31° 50' West a further distance of 566.5 feet; thence on a 12° curve to the left and whole angle of 12°, 100 feet; thence on tangent South 19° 50° West 300 feet; thence on a 16° curve to the right and whole angle 40°, 250 feet; thence on tangent South 59° 50' West 250 feet; thence on a 12° curve to left and whole angle 27°, 225 feet; thence on tangent South 32° 50' West 305.5 feet; thence on a 10° curve to the right and whole angle 50° 34', 505.7 feet; thence on tangent South 83° 24' West 120.3 feet to a point on the West line of said section 33 whence the Southwest corner thereof bears South 0° 30' East, 789.6 fact distant; thence on same tangent South 83° 24' West a further distance of 1096.8 feet; thence on a 16° curve to the left and whole angle 44°, 275 feet; thence on tangent South 39° 24' West 724.2 feet to a point on the Forth line of Section 5, Township 14 South, Range 66 West of the 6th P.M., whence the Northeast corner thereof bears North 39° 16' East 1784 feet distant; thence on same tangent South 59° 24' West, a further distance of 400.8 feet; thence on an 8° curve to the right and whole angle 8°, 100 feet; thence on tangent South 47° 24' West 750 feet; thence on a 10° curve to the right and whole angle 15°, 150 feet; thence on tangent South 62° 24' West, 511.8 feet; thence on a 6° curve to the left and whole angle 14° 42', 245 feet; thence on tangent, South 47° 42' West, 2153.2 feet to the intersection of the center lines of Pontanero and El Paso Streets of the City of Colorado Springs, Colorado; especially excepting and excluding from said 60 feet right of way, "owever, all that portion of the right of way of The Chicago, Rock Island and Pacific Railway in conflict therewith and of said El Paso and Fontanero Streets in conflict therewith; containing a net area of 14.25 acres, more or less. All courses true, magnetic variation 14° East, March 2nd, 1903.

And also, a right of way for Palmer Park Boulevard as the same is located and constructed, being a strip of land sixty feet in width extending thirty feet on each side of the following described line;

Yampa Street of Verona Heights Addition to the City of Colorado Springs, Colorado, and running thence on tangent, which tangent produced falls through the Northeast corner of Section 8, Township 14 South, Range 66 West of the 6th P.M., North 49° 26' East 1337.1 feet; thence on a 16° curve to the right and whole angle 42° 40', 265.7 feet; thence on tangent South 87° 54' East 152.9 feet; thence on a 30° curve to the left and whole angle 82° 40', 275.5 feet; thence on tangent, North 9° 26' East, 213.8 feet; thence on a 20° curve to the right and whole angle 40°, 200 feet to a point on first tangent herein mentioned produced; thence on said tangent, North 49° 26' East, 1523.3 feet to a point whence the Northeast corner of said Section 8 bears North 49° 26' East 53.8 feet distant; thence on a 40° curve to the right 50 feet to a point on the East line of said Section 8, 10.4 feet South of the Northeast corner thereof, the Easterly terminus of said Section 8, 10.4 feet South of the Northeast corner thereof, the Easterly terminus of said sixty feet right of way being the East line of said Section 8 and the East line of Section 5 of Township and Range aforesaid; excepting and excluding, however, from said right of way that portion of said Yempa Street and Miles Avenue in conflict therewith, having a net area of 5.35 acres, more or less;

Also beginning at a point on the West line of Section 3, Township 14 South, Range 66 West of the 6th P.M., 2028 feet Southerly from the North west corner thereof, and running thence in a



Book 401
Northeasterly direction on 2 29' curve to the right and whole angle 38', 131.5 feet;
thence on tangent, North 84° 29' East, 730.4 feet; thence on a 12° curve to the left and whole
angle 28° 48', 240 feet; thence on tangent North 55° 41' East 2355 feet; thence on an 8° curve
to the left and whole angle 26°, 325 feet; thence on tangent, North 29° 41' East 320 feet to a
point on the North line of said Section 3, 750 feet Easterly from the North quarter corner thereof; containing 5.65 acros, more or less. All courses true magnetic variation 14° East, Peb'y
11, 1902.

But the right of way herein conveyed for Palmer Park, Paseo and Boulevard is upon the express condition, limitation and reservation that all heavy traffic shall be kept off and debarged from use thereof; and also that automobiles and autocycles shall not be permitted to use the same, or any part thereof, except by the unanimous consent of the Park Commission.

DESCRIPTION NO. 28.

1.

Beginning at a point on the South line of Lot 2, in Block D, of Addition No. 5 to the City of Colorado Springs, said point being 93.96 feet Westerly from the Southeast corner of said Lot 2, measured on the South line of said Lot 2, and running thence Northwesterly along the Southwesterly line of said Block D, on the arc of a curve to the right, whose radius is 200 feet, 139.04 feet to a point; thence Northwesterly, or a line tangent to last described curve, 80 feet to a point; thence Northwesterly on a curve to the right whose radius is 40 feet, a distance of 85.15 feet, measured on the arc of said last mentioned curve to a point, thence on a curve to the left, whose radius is 209.6 feet Easterly 125.42 feet to a point measured on the arc of said last mentioned curve, said point being the center point of the North line of Lot 2 aforesaid, thence Southerly on a line dividing the East one half (1/2) from the West one half (1/2) of Lot 2 aforesaid, 132.33 feet to a point; thence angle right 79° 47' Westerly, 47.54 feet; thence angle left 32° 50' Southerly 105.47 feet to place of beginning. Containing .575 acres more or less.

2.

Lots 2 and 3, in Block H, Addition No. 5 to the City of Colorado Springs. Containing .344 acres more or less.

3.

Lots 2 to 36 inclusive, in Block M, of Addition No. 5 to the City of Colorado Springs. Containing 6.333 acres more or less.

4.

That portion of the Northeest quarter (1/4) of the Northwest quarter (1/4) of the South-west quarter (1/4) of Section 7, Township 14 South, Range 66 West of the 6th P. M., lying West of the West line of Sierr Madre Avenue as platted in Addition No. 5 to the City of Colorado Springs, and South of the South line of Mesa Road, as replatted and filed for record in the Clerk and Recorder's office, El Paso County, Colorado, on the 23th day of March, 1906. Containing .805 acres more or less.

~ 5.

That portion of the East half (1/2) of the Suthwest quarter (1/4) of the Southwest quarter (1/4) Section 7, Township 14 South, Range 66 West of the 6th P. M., lying West of Sierra





A46 357

Madre Avenue, as platted in ... Aon No. 5 to the City of Colorado Springs, and East of The Denver & Rio Grande Railroad right of way. Containing .72 acres more or less.

5.

All that portion of the Northwest quarter (1/4) of the Northwest quarter (1/4) of the South west quarter (1/4) of Section 7, Township 14 South, Range 66 West of the 6th P. M., lying East of the right of way of The Denver and Ric Grande Railway, and South of Mesa Road, as the same was replatted and filed for record in the Olerk and Recorder's office, El Paso County, Colorado, on the 18th day of March, 1906. Containing 3.060 acres more or loss.

7.

All of Block 1, of Hastings Bros. Addition to the City of Colorado Springs. Containing 2.203 acres, more or less.

-5.

All that portion of the Northwest currer (1/4) of the Southwest quarter (1/4) or the Southwest quarter (1/4), Section 7, Township 14 South, Range 66 West of the 6th P. M., lying East of the right of way of The Denver and Rio Grande Railway, except that part heretofore deeded by the Willow Park Association to the City of Colorado Springs. Containing .149 acres, more or less.

9

All of Block T, all of Block I (said Block I including all of Lots 1 and 2 of Block I, Addlots
ition No. 5 to Colorado Springs) and Lots 1 and 37 of Block M, and 1 and 16 of Block H, as
shown on Refiling of Mesa Road, Cache la Poudre and West Dale Streets through Addition No. 5
to Colorado Springs, as filed in the office of the County Clerk and Recorder of El Paso County,
Colorado, and recorded in Book K of Plats, at page 3 thereof, except such portions of said
blocks and lots as conflict with Cache 1s Poudre Street and Mesa Road as shown on plat of
refiling of Cache La Poudre Street and Mesa Road filed in the of fice of the County Clerk and
Recorder of El Paso County, Colorado and recorded in Book L of plats at page 24 thereof. Containing 6.767 acres, more or less.

10.

A tract of land located in the South Half (1/2) of the Southwest quarter (1/4) of the Northwest Quarter (1/4) and in the North Half (1/2) of the Northwest Quarter (1/4) of the Southwest Quarter (1/4) of Section 7, Township 14 South, Range 66 West, of the 6th P. M., Berinning.

bounded as follows, at a point on the North line of Cache la Poudre Street of the City of Colorado Springs, which point is 569.76 feet west from the west line of Cascade Avenue, and extending thence Westerly on said north line of Cache la Poudre Street produced to the East right of way line of The Denver and Rio Grande Railway; thence Southerly along said right of way line to the north line of Mesa Road, as shown on plat of refiling of Mesa Road and Cache la Poudre Street, filed in the office of the Clerk and Recorder of El Pase County, Colorado, and recorded in Book L at page 24 thereof; thence Easterly and Northeasterly along the north line of Mesa Road and Cache la Poudre Street 940 feet more or less to the Easterly limit, as shown on seid refiling plat; thence Northerly to place of beginning. Containing 3.729 acres, more or less.



11.

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Beginning at the intersection of the South line of Audley Place with the East line of Harrison's Sub-division, and running thence Southerly along said East line of Harrison's Sub-division,500 feet more or less to the morth line of San Rafael Street produced Westerly, in a straight line; thence Easterly alongNorth line of said San Rafael Street extended 150 feet; thence Northerly on a line parallel to and 150 feet from the East line of Harrison's Sub-division 500 feet more or less to the aforesaid South line of Audley Place; thence Westerly along said South line of Audley Place, 150 feet to the place of beginning. Containing 1,721 acres, more or less.

Reference.

Comprising tract deeded by J. R. Barbee to The Colorado Springs Company, said dead being filed in the office of the County Clerk and Recorder of El Paso County, Colorado, and recorded in Book 333, at page 54 thereof, and tract of land deeded by the Davis Realty Company, said deed being filed in the office of the County Clerk and Recorder of El Paso County, Colorado, in Book 370 at page 313 thereof, and subject to all conditions in said deeds.

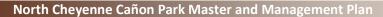
12.

Beginning at a point in the center line of Monroe Street, as platted and established in the City of Colorado Springs, extended Westerly in a straight line 318.97 feet from the West line of Wood Avenue in the said City of Colorado Springs, and running thence Southwesterly on a line which makes an angle to the left with said center line of Monroe Street extended, of 32° 35', a distance of 111.6 feet to a point; thence on the arc of a curve to the left whose radius is 43.58 feet and whole angle 59° 42', a distance of 45.41 feet to a point; thence on the arc of a curve to the left whose radius is 56 feet and whole angle 48° 08', a distance of 47.07 feet to a point; thence on a line tangent to last mentioned curve Southeasterly a distance of 5.05 feet to a point; thence on the arc of a curve to the right whose radius is 833.6 feet and whole angle 3° 26' a distance of 49.95 feet to a point; thence on a line tangent to last mentioned curve, Southeasterly 125 feet to a point; thence on the arc of a curve to the right whose radius is 104.15 feet and whole angle 27° 00', 49.08 feet to a point; thence on the arc or a curve to the right whose radius is 162.43 and whole angle 16° 56' a distance of 48 feet to a point; thence on a line tangment to last mentioned curve Southerly a distance of 165.83 feet to a point; thence on the arc of a curve to the right, whose radius is 210.4 feet and whole angle 10° 04' a distance of 36.96 feet to a point; thence on the arc of a curve to the left whose radius is 210.97 feet and whole angle 26° 40' a distance of 98.19 feet to a point; thence on a line tangent to last mentioned curve, Southersterly 50 feet to a point; thence on the arc of a curve to the right whose radius is 687.2 feet and whole angle 4° 10' a distance of 49.97 feet to a point; thence on a 1 e tangent to last mentioned curve, Southeasterly 25 feet to a point; thence on the arc of a curve to the left whose radius is 176.76 feet and whole angle 16° 06' a distance of 49.67 feet to a point; thence on a Line tangent to last mentioned curve, Southeasterly a distance of 50 feet to a point; thence on the arc of a curve to the right, whose radius is 124.73 feet and whole angle 22° 40', a distance of 49.34 feet to a point; thence on alline tangent to lest mentioned curve, Southersterly a distance of 50 feet to a point on the South line of Jefferson Street as platted and established in the City of Colorado Springs



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aforesaid; thence angle left 81 along said south line of Jefferson Str. a distance of 118.21 feet to its intersection with the west line of Wood Avenue at the Northeast corner of plock H in Wood Avenue Addition to the said City of Colorado Springs; thence angle right 90° 01' along the west line of Wood Avenue aforesaid, 325.55 feet to a point, said point being 75 feet Northerly from the Scutheest corner of Block H aforesaid; thence angle right 89° 55! Westely on a line parallel to the north line of Washington Street in the City of Colorado Springs aforesaid, a distance of 105.08 feet to a point; thence angle left 30° 17' Southwesterly 232.92 feet to a point; thence on the are of a curve to the right, whose radius is 65.53 feet, and whocle angle 47° 04' a distance of 53.85 feet to a point; thence on the arc of a curve to the left, whose radius is 119.42 feet and whole angle 57° 40' a distance of 100.19 feet to a point; thence on the arc of a curve to the left, whose radius is 126.13 feet and whole angle 22° 24° a distance of 30.21 feet to a point; thence on a line tangent to last mentioned curve, Southwesterly a distance of 39.3 feet to a point; thence on the erc of a curve to the right, whose radius is 712.3 feet and whole angle 8° a distance of 99.46 feet to a point; thence on a line tangent to lest mentioned curve, Southwesterly a distance of 35.75 feet to a point; thence on the arc of a curve to the left, whose radius is 729.5 feet and whole angle 3° 54', a distance of 49.65 feet to a point; thence on a line tangent to last mentioned curve, Southwesterly 50 feet to a point; thence on the arc of a curve to the left, whose radius is 940.77 feet and whole angle 3° 04', a distance of 50.35 feet to a point; thence on the arc of a curve to the left, whose radius is 597.3 feet and whole angle 4° 08', a distance of 50.3 feet to a point; thence on a line tangent to last mentioned curve, Southwesterly a distance of 3.62 feet to a point; thence on the arc of a curve to the left, whose radius is 32.5% feet and whole angle 37° 54', a distance of 21.54 feet to a point; thence on the arc of a curve to the right, whose radius is 85.21 feet and whole angle 52°, a distance of 90.04 feet to a point; thence on a line tangent to last mentioned curve, Southwesterly a distance of 104.38 feet to a point; thence on the arc of a curve to the left, whose radius is 72.65 feet end whole angle 43° 56', a distance of 55.71 feet to a point; thence on a line tangent to last mentioned curve, Southerly a distance of 49.87 feet to a point; thence on the arc of a curve to the right, whose radius is 87.82 feet and whole angle 31° 46', a distance of 48.69 feet to a point; thence on a line tangent to last mentioned curve, Southwesterly a distance of 51.94 feet to a point; thence on the arc of a curve to the right, whose radius is 240.14 feet and whole angle 10° 52' a distance of 45.54 feet to a point; thence on the erc of a curve to the left, whose radius is 122.76 feet and whole angle 71° 48', a distance of 153,84 feet to a point; thence on the arc of a curve to the right, whose radius is 101.34 feet and whole angle 86° 20', a distance of 152.7 feet to a point; thence on a line tangent to last mentioned curve, Southwesterly a distance of 101.94 feet to a point; thence on the arc of a curve to the right, whose radius is 363.6 feet and whole angle 9° 54', a distance of 62.83 feet to a point; thence on the arc of a curve to the left, whose radius is 69.91 feet and whole angle 42° 18' a distance of 51.61 feet to a point; thence on the arc of a curve to the left, whose radius is 480.51 feet and whole angle 11° 24', a distance of 95.61 feet to a point; thence on a line tangent to last mentioned curve, Southwesterly a distance of 42.43 feet to a point; thence on the erc of a curve to the left, who is radius is 145.99 feet and whole angle 15° 55', a distance of 40.68 feet to a point; thence on the arc of a curve to the right, whose





radius is 329.43 feet and whole a de 36°, a distance of 206.99 feet to a nt; thence on a ling tampent to last mentioned cur-s, Southwesterly a distance of 138 feet to a point; thence on the arc of a curve to the left, whose radius is 110.1 feet and whole angle 46° 12' a distance of 30.71 feet to a point; thence on the arc of a curve to the left, whose radius is 599.02 feet and whole angle 6° 36', a distance of 69 feet to a point; thence on the arc of a curve to the right, whose radius is 1213:9 feet and whole angle 9° 46', a distance of 206.92 feet to a point; thence on the arc of a curve to the left, whose radius is 1111.86 feet and whole angle 6° 04', a distance of 117.72 feet to a point; thence on a line tangent to last mentioned curve, Southersterly, a distance of 14.07 feet to a point; thence on the arc of a curve to the left, whose radius is 118.17 feet and whole angle 61° 30', a distance of 126.34 feet to a point; thence on the acc of a curve to the right, whose radius is 87.86 feet and whole angle 30° 02%, a distance of 46.05 feet to a point; thence on the arc of a curve to the right, whose radius is 156.15 feet and whole angle 41° 56', a distance of 113.38 feet to a point; thence on the arc of a curve to the left, those radius is 42.26 feet and whole angle 63° 56', a distance of 48.63 feet to a point; thence on the arc of a curve to the right, whose radius is 64.45 feet and whole angle 40° 52', a distance of 45.97 feet to a point; thence on a line tangent to last mentioned curve, Southeasterly a distance of 93 feet to a point; thence angle right 112° 08' Westerly a distance of 366.79 feet to the Southwest corner of the Northwest quarter of the Southwest quarter of the Southwest glarber of Section 6, Township 14 South, Range 66 West of the 6th P.M., thence angle right 92° 17' Northerly along the West line of Section 5, Township and Range aforesaid, 1785.63 feet to a point, said point being 174.42 feet South of the quester (1/4) corner on the West line of said Section 6; thence angle right 71° 59' Northeasterly 281.9% feet to a point; thence angle left 17° 94' 50" Northeasterly 165.25 feet to a point; thence angle right 30° 31' Easterly 215.11 feet to a point; thence angle left 87° 17' Northerly 1895.82 feet to a point; thence angle right 92° 38! Easterly 627.16 feet to the point of beginning. Containing 43.5 acres, more or less.

DESCRIPTION NO. 29.

1.

The East one hundred fifty (150) feet of Lots 1 to 8 inclusive, in Block "S" Addition No.5 to the City of Colorado Springs.

Containing 1.377 acres more or less.

2.

Also all of Block "R" in Addition No. 5 to the City of Colorado Springs. Containing 2.112 acres more or less.

3.

Also all of Block "Q" in .dition No. 5 to the City of Coloredo Springs.

Containing .964 acres more or less.

TO HAVE AND TO HOLD the said promises above described, with the appurtenances, subject to the reservations and conditions hereinafter contained, unto it, the said City of Colorado Springs and its successors, forever; but upon the trusts, to the uses and for the purposes hereinafter declared, of and concerning the same, and no thers; that is to say, IN TRUST for the inhabitants of the City of Colorado Springs, to be by the said City and its successors, held,

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PAGE: 361.

rmintmined, corried on and forever kept open as a park and park system molely for the outdoor recreation, enjoyment and use of the people of the maid Oity of Coloredo Springs, subject, however, to the following express conditions and reservations; that is to say,

In order that the property hereby convoyed, and Palmer Park, and the Boulevards, Parkways, Avenues, Driveways and Roads under the control of the City of Colorado Springs within its park system shall be maintained in proper condition as pleasure grounds and as an aid to such end, and as an addition to the amount accessary to be raised by taxation for the purpose of the maintenance of such Porks, Boulevards and Driveways, and in aid of this conveyance to the City of Colorado Springs, and as a part consideration thereof, I, the said William J. Palmer, agree to pay quarterly in advance to the City of Colorado Springs, for the sole benefit of, and to be credited to "The Park Fund" of said City, as now provided for by an Act of the Legislature of the State of Colorado, approved April 10th, 1905, the following sums of money for park purposes as an addition to the devy for park purposes for each of the years mentioned as follows, to-with Eight Thousand Dollars (18,000.) for the year 1908; Seventy-five Hundred Dollars (37500.) for the year 1909; Sixty-five Hundred Dollars (18500.) for the year 1910; Pirty-five Hundred Dollars (25500.) for the year 1911; Five Thousand Dollars (35,000.) for the year 1912; Pour Thousand Dollars (34,000.) for the year 1913; Three Thousand Dollars (33,000.) for the year 1914; Twentyfive Hundred Dollars (*2500.) for the year 1915: Two Thousand Dollars (\$2,000.) for the year 1916; One Thousena Dollars (\$1,000.) for the year 1917.

It is my desire, in conveying this property to the City of Colorade Springs for the benefit or the inhabitants thereof, that the property shall be so maintained that the greatest benefit and enjoyment thereof may be obtained by all the people of the said City, and to that end, and in order that the control and management of the property shall be removed as far as possible from partisan and political strife, and that it may be conducted upon strict and economical susiness principals for the most beneficial administration of the public parks, this conveyance is made upon the express condition that the power to manage and control the parks, boulevards and driveways of the City of Colorado Springs shall be, either by special charter or by an Act of the Legislature of Colorade, continued and maintained in a Board of Park Commissioners or Trustees, who, after appointment by the Mayor of the City of Colorado Springs, shall have the right to elect their successors and fill the vacancies arising in such Board, as at present provided for by an Act of the Legislature of the State of Colorado, approved April 10th, 1905. But if, arter ten years experience from and after the assumption by the City of Colorado Springs of any expense or maintenance of the parks, boulevards, driveways and roads hereby conveyed, the method for electing commissioners and filling the vacancies arising in the Board of Park Commissioners ac now provided for by an Act of the Legislature of the State of Colorado, approved April 10th, 1905, shall, after such ten year period, be changed by an Act of the Legislature of the State of Colorado, and if the people of Colorado Springs desire to avail themselves of any such change or amendment of the Act of April 10th, 1905, and by a mejority vote of the citizens legally authorized to vote at any general election, adopt and use such change in the method of electing Com missioners and filling vacancies in the heard, then and in such case I hereby waive, both for myself and my heirs, any right to claim a breach of the conditions in this paragraph contained, by reason of the passage of any such amendatory Act and the adoption thereof by the citizens of

w of this conveyance.

date



Coloredo Springs, after the

Book 401

P46E 362

Insamuch as there are now existing upon both the East and West sides of the property along the Valley of the Momament herein conveyed by me to the City, roads and streets extending North and South sufficient for public necessity and convenience, and as it is my desire and intention that this property shall be kept as a public park for the people of the City, with walks and recreation grounds free from intrusions and dangers incident therefrom of horses or vehicles of any kind whatsoever, except such conveyances as invalid-chairs, baby-carriages and bicycles propelled by human beings, it is an express limitation and condition of this conveyance that no reads or streets shall hereafter be opened extending lengthwise through or East and West acrossthe property along the Valley of the Monument hereinbefore conveyed by me for the purpose of a public park: that no horses, or other animals, used for riding, driving or drawing vehicles, nor any vehicles except invalid-chairs, baby-carriages and bicycles propelled by human beings, shall be permitted in the said park, or any part thereof; and upon the further express limitation and condition that no buildings or structures shall be erected upon the said property along the Valley of the Monument herein conveyed by me except one or two buildings for buffets or restaurants with moderate provision for the sale of curios, and such structures for shelter and for lavatories, music and dancing, as the Park Commission may think desirable.

It is further herein and hereby expressly reserved by me that in case any of the limitations or conditions contained in this deed are broken by the grantee herein, its successors or assigns, then this deed shall become null and void, and all the right, title and interest of, in and to the premises, and all thereof, hereby conveyed, shall revert to me and my heirs, and the said grantee herein by accepting this deed for itself and its successors and assigns, consents to each and all of the limitations, reservations and conditions herein set forth.

And I, the said William J. Palmer, covenant with the said the City of Colorado Springs, and its successor or successors, as a municipal corporation, that it and its successors, provided it and they observe the terms and conditions of the grant herein, shall forever hold the premises subject to the aforesaid restrictions, limitations, reservations and conditions, free from all claims on behalf of me or my heirs.

IN WITNESS WHEREOF I have hereunto set my hand and seal this 29th day of March, A.D. 1907.

Wm J. Palmer (SEAL)

Witnesses

Edmond C. van Diest.

Horace G. Lunt.

STATE OF COLORADO)

County of El Paso)

I, Edmond U. van Diest, a Notary Public in and for said County, in the State aforesaid, do here: certify that William J. Palmer, who is personally known to me to be the person whose name is subscribed to the annexed deed, appeared before me this day in person and acknowledged that he signed, sealed and delivered the said instrument of writing as his free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and Notarial seal, this 29th day of March, A. D. 1907.

My commission expires January 23rd, 1908.

(Notarial Seal)

Edmond C. van Diest. Notary Public.



First National Bank Deed, 1907

	COLORADO SPRINGS WARRANTY DEED.	
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This Andensu	C, Albade this Durnly Learn of	day of August
G0 \	and might hundred and eighty & w.	iween
and The leiter levered of	higo of the Country allowed loss of Colors and	harty of the second part:
paid by the said party of the second part assess, successors and legal representatives; place of public resort in or upon the premathe first part, that in case any of the above assigns or legal representatives, then this shall revert to the party of the first part, for that fill because fisces, as their consideration that the said party of passes through, or may pass through, the by these presents does grant, bargain, sell scribed lands and premises, in the consideration that the said party of passes through or may pass through, the by these presents does grant, bargain, sell scribed lands and premises, in the consideration of the	of the first part, for and in consideration of the sum of and also for the further consideration of the agreement be that intoxicating liquors shall never be manufactured, sold established berely, granted or any part thereof; and it is herein and conditions concerning intoxicating liquors are broken by so liquid shall become null and void, and all right, title and litter successors and assigns; and the said particles was a successors and assigns; and the said particles was and assigns; consent a subject to the reservation beautiful and an extraction of the second partial title and intercept the said particle title and intercept the said particle title and convey unto the said party of the second partial title land convey unto the said party of the second partial title land convey unto the said party of the second partial title land convey unto the said party of th	Dollars, to (A
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Also, the said part. of the first significances from the irrigating channels from the irrigating channels for household uses, eablest to such means for the accord part. TO HAVE GAIL to Hold to held a the first part, either in law or county, to tave, subject, nevertheless, to the condition of the said part q of the first these presents (Figure 1) and the said part q of the first these presents (Figure 1) and have constructed and the said part q of the single and have constructed to the said part q or the first these presents (Figure 1).	part, by these presents, dogrant, bargain, sell and convey un at the Colorado Speings Coupany, for the purpose of resignities upstand regulations as many iso-presented by the Colorado Legality, and the privileges and apportenances, and all far his east proper use and benefit of the said part q of the second part and reservations herein above named and set forth, according to the premises above conveyed as of good, sure particular of the premises above conveyed as of good, sure particular to the cover and Levin authority to grant bargain, sell and convey	ice and part of the second part is the inner and premiers the rimbefore described and premiers the rimbefore described and premiers the inner and interest of said part in deart, if like as seen and resigns must be true intent and meaning the reoff that at the time of the ensealing and delivery three and indefensible seate of inheritance, in the same in maintee and form aforesaid, and
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Palmer Deed for High Drive, 1910

BOOK 482 PAGE 182122



DEDICATION of "HIGH DRIVE" ON THEEL THE

THIS INDENTURE, made the day of 1910, between GEORGE FOSTER PEABODY, of Lake George, County of Warren, CHASE MELLEN, of Garden City, County of Nassau, both of the State of New York, and GEORGE A. KRAUSE, of Colorado Springs, County of El Paso, State of Colorado, as Executors of the Last Will and Testament of William J. Palmer, late of Glen Eyrie, near Colorado Springs, County of El Paso, State of Colorado, deceased, (hereinafter termed the "Executors") and ELSIE MYERS, wife of Leopold Hamilton Myers, DOROTHY PALMER, and MARJORY PALMER WATT, wife of Henry C. Watt, daughters, sole heirs at law and residuary devisees under the Last Will and Testament of said William J. Palmer, deceased, (hereinafter termed the "devisees"), parties of the first part, and the CITY OF COLORADO SPRINGS, a municipal corporation, in the County of El Paso and State of Colorado, party of the second part, WITNESSETH:

That the Executors by virtue of the power and authority upon them conferred in and by said Last Will and Testament, and the devisees in exercise of the right, title and interest in them vested by said Last Will and Testament, and individually and as sole heirs at law as aforesaid, being collectively the said parties of the first part, in consideration of one dollar lawful money of the United States of America, to them in hand paid by the party of the second part, the receipt whereof is hereby acknowledged, do hereby grant and release unto the said party of the second part, its successors and assigns forever, subject to any and all taxes now or hereafter assessed or levied thereon and at any time remaining unpaid, including any park or special taxes, all the right, title, interest and estate which the said testator had at the time of his decease



in and to all that certain piece or parcel of land situate in the County of El Paso and State of Colorado, towit:-

يرد المريانية والمراجعة

A strip of land sixty (60) feet in width, over and across the Southwest quarter of the Northwest quarter (SW 1/4 of NW 1/4) of Section thirty-three (33) in Township fourteen (14) South of Range sixty-seven (67) West as a right of way for that portion of the roadway commonly known as the "High Drive", as now constructed and used, over and across the premises above described, between Bear Creek Canon and North Cheyenne Canon. But the right of way herein conveyed is upon the express condition, limitation and reservation that all heavy traffic shall be kept off and debarred from use thereof, and also that automobiles and autocycles shall not be permitted to use the same, or any part thereof except by the unanimous consent of the Park Commission. Provided Always, and this indenture is made upon this express condition that if any part of the said strip of land shall ever be abandoned or cease to be used as a public roadway and drive, or be sold for taxes levied or assessed thereon, then and in that event the said part so abandoned or so sold shall thereupon revert to the devisees, their heirs and assigns.

Also all the estate, right, title and interest therein which the said parties of the first part have, or have power to dispose of, by virtue of said will, or as sole heirs at law as aforesaid, subject to all the conditions hereinabove expressed.

TO HAVE AND TO HOLD the above granted easement and privilege unto the said party of the second part, Its successors and assigns forever.



And the said parties of the first part covenant with the said party of the second part, that the said parties of the first part have not done or suffered anything whereby the said premises have been encumbered in any manner whatsoever.

IN WITNESS WHEREOF, said parties of the first part have hereunto set their hands and seals the day and year first above written.

Signed, sealed and de-)	Kings Docher Eader SEAL
livered in the pres-	Chrenella (SEAL)
	Sto askianse (STAL
	As Executors of the Last Will and Testament of William J. Palmer, Deceased.
	Else Myers (SEAL)
N_{j} . N_{j}	torole Palmer (SEAL)
GnAt b	Marjon Palmer Wat (SEAL)



Chamberlain Deed for 160 acre parcel, 1937

NORTH CHEYENNE CANON PARK FRED W. CHAMBERLAIN 160.00 ACRES

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS: That I, FRED W. CHAMBERLAIN of the County of El Paso and State of Colorado One Dollar and Other Valuable Considerations in hand paid, hereby sell and convey to the City of Colorado Springs, a Municipal Corporation, County of El Paso, State of Colorado, the following real property situate in the County of El Paso and State of Colorado, to-wit:

The Southwest Quarter of the Northwest Quarter; the North Half of the Southwest Quarter and the Southeast Quarter of the Southwest Quarter of Section 27, Township 14 South, Range 67 West of the 6th F. M., El Paso County, Colorado, to be used forever as a free public park, but reserving to the grantor, his assigns and heirs at law forever, the right of way for and right to maintain the Chamberlain Pipe Line and Water Rights over, under and across the above granted premises.

This is a Deed of gift.

with all its appurtenances and warrant the title to the same.

Signed and delivered this 194 day of January, A. D. 1937.

Fud W Chambelain (SEAL)

STATE OF COLORADO) : SS. COUNTY OF EL PASO)

I, Jelle & classed, a Notary Public in and certify that Fred W. Chamberlain, who is personally known to me to be the person whose name is subscribed to the foregoing that he signed, sealed and delivered the said instrument of writing as his free and voluntary act and deed, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this $\frac{14.8}{1}$ day

My commission expires

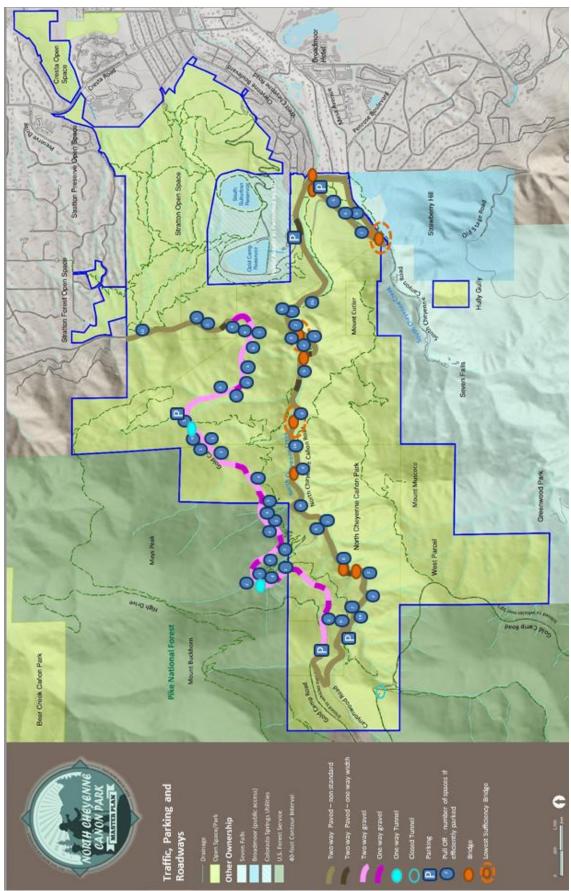
Notary Public



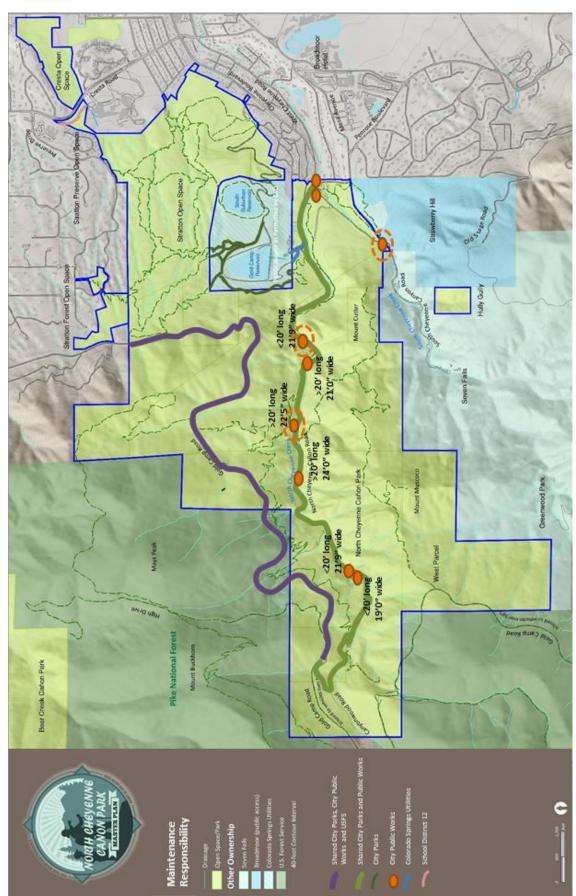
Chamberlain Deed for 40 acre parcel, 1938

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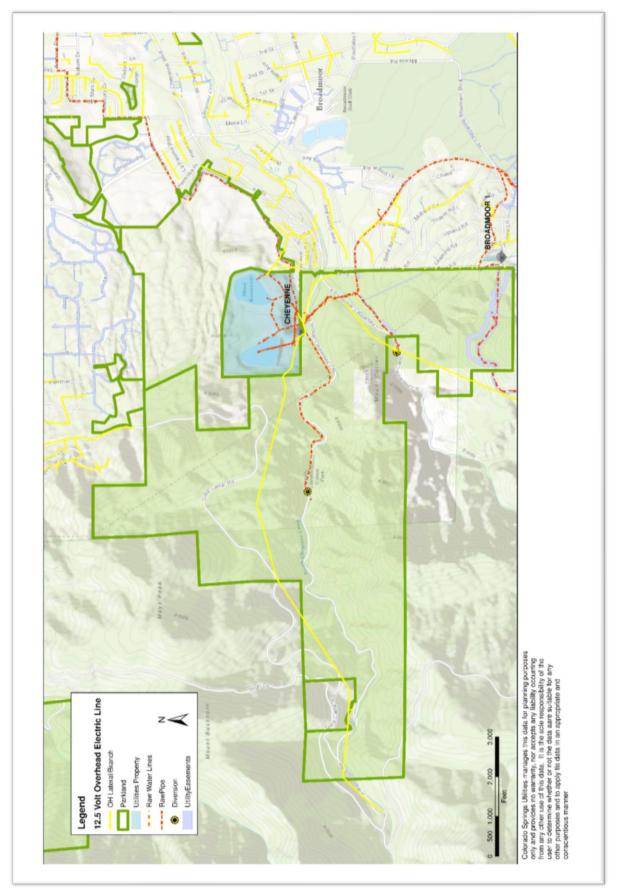




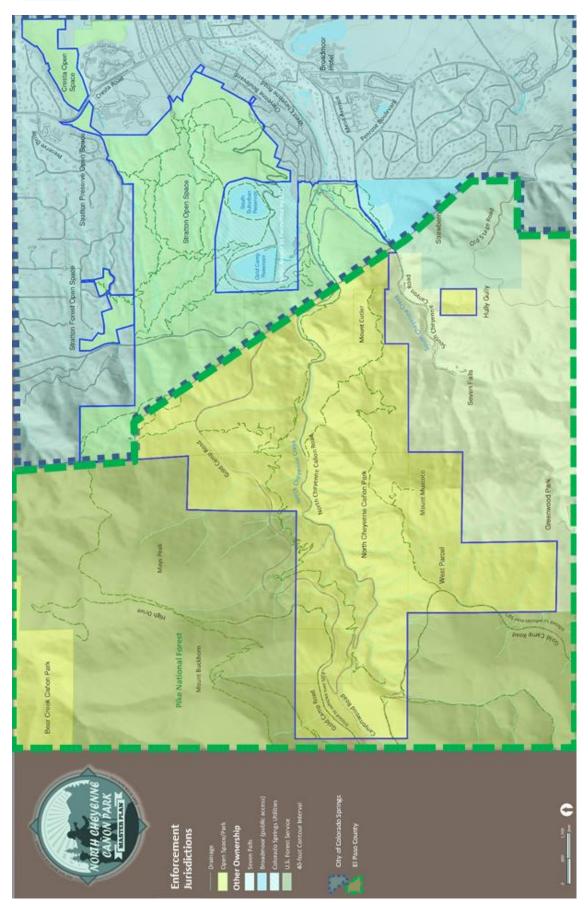














Visitor Centers and Interpretation Assessment

The goal of this assessment is to review existing conditions at the Starsmore Visitor and Nature Center and Helen Hunt Falls Visitor Center through a variety of lenses. When planning a new park facility or program it is important to understand if that experience is compatible with existing park practices, natural settings, and historical context. This evaluation is intended to aid in the planning process by gaining a better understanding of the visitors, the media, the programs, the sources of revenue, and the character of the two visitor centers as part of a multifaceted analysis of visitor experience at North Cheyenne Cañon Park.



Starsmore Visitor and Nature Center

This American Craftsman style stone building has been a cherished local landmark in Colorado Springs for many years. Once a private home, the house was transformed into a visitor center 1992. Great care was taken to maintain the craftsman character of the building. The visitor center serves as a comfort station, rest stop, and interpretive center that introduces visitors to Cheyenne Cañon and its history, beautiful waterfalls, rock formations, wildflowers and wildlife. Many visitors begin their exploration of the Park at Starsmore Visitor and Nature Center.

The Visitor Center's hours of operation are Tuesday through Saturday 9am to 3pm (April 1st to Memorial Day Weekend and Labor Day to October 31st) and daily 9am to 5pm (Memorial Day weekend to Labor Day).



Helen Hunt Falls Visitor Center

The Bruin Inn was built at the base of Helen Hunt Falls in 1881. During a 1916 remodeling of the Bruin Inn, a small out building, known as "The Cub" was built for storage, a horse and hay barn. As visitors to the falls increased over the years, The Cub became repurposed as a visitor center. The loss of the Bruin Inn to a fire in the late 1950's left the Park with only the use of the Cub at the upper falls for the next 50 years. "The Cub" remained to serve as a visitor center by the falls, which were officially, designated Helen Hunt Falls in 1966. By the 1990s, the old Cub building had deteriorated. In the early 2000's a long-term capital fundraising effort culminated in the full renovation and October 2012 with the grand re-opening of the Cub as the Helen Hunt Falls Visitor Center. Visitors get a view from the base of the Falls, take a short walk to the bridge across the top of the Falls, or continue hiking up to Silver Cascade Falls to get a more expansive view of North Cheyenne Cañon.

The visitor center's hours of operation are daily, 9am to 5pm from late May to early September.

Methodology

The assessment of the Starsmore Visitor and Nature Center and the Helen Hunt Falls Visitor Center was developed by using four primary methods:

- 1. A team of four Root House staff visited the two centers in person to get a sense for the visitor experience, engage with staff, and read, interact with, and photograph all exhibits;
- 2. Online research was conducted, and an exercise completed in which we asked seven people to plan a weekend trip to Colorado Springs for an outdoor adventure, and track their searches.
- 3. Meetings were held with staff to better understand the facilities, the exhibits and storylines, their roles as program directors, and to gather information they have collected on visitors and visitor experiences.
- 4. A staff survey was developed for staff and volunteers to help understand what they see as strengths and weaknesses in the exhibits, programs, and facilities.





Web Presence

Determining the extent of North Cheyenne Cañon (NCC), Starsmore, and Helen Hunt Falls Visitor Centers' web presence—a collection of locations on the Internet where NCC is represented—helps us determine how easily, why and through which channels people are learning about the Park and planning visits. It also helps us understand visitor demographics, and it helps us understand what a visitor's first impression (via the Internet) of the Park might be.

Overall, North Cheyenne Cañon does not have a particularly strong web presence. When searching for outdoor activities in Colorado Springs, it is overshadowed by most other attractions



including Garden of the Gods, Pikes Peak, Red Rock Canyon, Cheyenne Mountain State Park, Manitou Springs, and Manitou Cliff Dwellings. It is extremely difficult to arrive at online sites describing NCC unless searching directly for NCC. The most comprehensive and useful source of information on the Cañon and the two visitor centers can be found on the Friends of Cheyenne Cañon website at www.cheyennecanon.org. If searching directly for the visitor centers by name, the City of Colorado Springs website, www.coloradosprings.gov, also has good descriptions and some useful information on the visitor centers. Much more thorough and in-depth searches will yield helpful information and resources at www.visitcos.com, www.tripadvisor.com, <a href="www.





Visibility

The visibility of a visitor center, both online and in the physical environment, can often have a big influence in determining how many, and what type of visitors enter the site. Starsmore and Helen Hunt Falls visitor centers have minimal visibility from roadways and paths other than on North Cheyenne Cañon Road. Without specifically planning a trip to Starsmore, and largely due to its natural setting and being tucked away in the trees, visitors are likely to drive or cycle by Starsmore on their way up the Cañon despite there being three entry signs. The three entry signs to Starsmore include: one that reads "Starsmore Discovery Center" (the former name) on a temporary sign; one stone monument that reads "Starsmore Visitor and Nature Center (the current name); and another stone monument that reads "Starsmore Discovery Center". All three signs are high quality and complement the setting nicely but are inconsistent and all within a few hundred feet of each other.

Because of its location on a hairpin turn on North Cheyenne Cañon Road, and a lack of tree cover, Helen Hunt Falls Visitor Center has significantly more visibility to passersby.





Who are the visitors?

A good understanding of who the visitors are, why they come, and from where they come to Starsmore and Helen Hunt Falls provides valuable insight. Visitor information will help determine what stories should be told and through what types of media and outlets, as well as what services, programs, products, and amenities should be offered, and what travel needs, challenges, wayfinding needs exist, and what visitor expectations might be. The staff and volunteers at the visitor centers are currently doing a good job of collecting visitor information and comments. They have conducted online surveys and are collecting comments in guest books that can be generated into visitor data.

Starsmore Visitors

Most people visit Starsmore in July, followed by June and August. About one quarter of those who stop at Starsmore live in Colorado Springs. Although many families, hikers, mountain bikers, cyclists and other recreationalists stop at the Visitor Center on their way up the Cañon, Starsmore sees most of its visitors through programs and school groups. In 2007, 40,450 people visited Starsmore—the largest number in the past decade. Visitor numbers in the past 10 years have decreased, and in the last five years have plateaued around 20,000-25,000 annually. Starsmore saw a slight increase in visitors in 2017, with July being one of the busier months in the past few years. This increase in visitors could potentially be attributed to the 25th anniversary of Starsmore.

The percentage of visitors who visit Starsmore as program participants has gone up significantly in the past ten years. In 2016, 4,693 people participated in programs, while in 2006 there were only 1,765 program participants. A total of 4,580 people participated in programs in 2017.

Marketing

Marketing is one of the most critical aspects of any heritage or interpretive attraction operation.

Marketing brings in visitors, creates new market groups, and gets them to come back for return visits. Successful marketing efforts often equal staying in business for most interpretive attractions, particularly those not totally supported by local

Helen Hunt Falls Visitors

Helen Hunt Falls Visitor Center is largely a summer tourist destination. Hundreds of hikers, mountain bikers, climbers, families, and picnickers visit the Helen Hunt Falls in the summer months. The visitation numbers at the Visitors Center mirrored the trends seen at other attractions in the Pikes Peak Region. The Visitors Center saw an increase over the 2016 numbers and saw the largest number of 1,000+ visitor days in the last five years. However, the number of 2,000+ visitor days has decreased if not ended. This is possibly due to the paved and lined parking area controlling the number of vehicles able to stop.

Most people visit the Helen Hunt Falls Visitor Center in July, followed by June and August, while May and September see the least number of visitors (the visitor center is closed October to April). Father's Day is consistently the busiest day at the Helen Hunt Falls Visitor Center. In 2017, about 12% of visitors lived in Colorado Springs, 24% came from within Colorado, while 58% of visitors traveled to Helen Hunt Falls Visitor Center from out of state. Out-of-state visitors most commonly came from Texas, Wisconsin, California and Ohio. 6% of visitors were international.



governments or other governmental agencies. Yet many agencies and organizations don't have marketing plans or "successful" marketing plans. Starsmore Visitor and Nature Center and Helen Hunt Falls Visitor Center are not necessarily looking to increase visitation, but marketing efforts and existing media and messaging reveals a lot about how people get their first impressions of the Park and how their expectations of programs and experiences are derived. (Marketing is continued on next page)

Marketing efforts currently rely heavily on word-of-mouth, and recommendations from other destinations, local hotels and restaurants. Of 208 evaluations for the school and park programs, word-of-mouth account for how most people new to the programs hear about them. Print materials include a brochure, a map, a calendar of events, and The Cañon Companion, as well as ads in the *Cheyenne Edition* which help promote the Park, introduce interpretive stories and histories, and orient visitors. The staff send out emails and post on Facebook to notify people of upcoming events. Outdoor education programs are marketed directly to local grade schools. All participants in the programs are sent home with Park maps to show their families where Starsmore is located within NCC Park. The Park and Visitor Centers' online marketing relies heavily on the Friends of Cheyenne Cañon website. The Friends of Cheyenne Canon utilize Facebook and Constant Contact and market their own events with paid ads, news interviews and posters. The Friend's website, www.cheyennecanon.org, gives a good, professional, friendly, and accessible first impression of the Park.

In order to help determine how visitors found North Cheyenne Cañon Park online, a simple exercise was conducted: seven people were asked to go online and plan a hypothetical weekend trip to Colorado Springs to enjoy outdoor activities.

Daniel: male, 20s, single, driving from within Colorado
Sara: female, 40s, married, flying from out of state
Martha: female, 60s, married, retired, driving from out of state
Susannah: female, 30s, married, kids, flying from out of state
Francis: female, 20s, married, driving from within Colorado
Larry: male, 50s, married, kids, driving from within Colorado
Sage: female, 30s, married, kids, driving from within Colorado

They were asked to record which terms they used to search online, and to list what places and activities they found interesting. By their responses, it was determined that North Cheyenne Canon Park is difficult to find when searching online, without prior knowledge of its existence. Only one of the seven people asked to do the exercise found North Cheyenne Canon Park online.

The participants' most frequently listed Garden of the Gods, The Broadmoor's Seven Falls, Red Rock Canyon Open Space, Cheyenne Mountain State Park, Manitou Springs, and Manitou Cliff Dwellings as places they would likely visit. Search terms included "places to hike in Colorado Springs", "outdoor activities in Colorado Springs", "trails where I can take my dog in Colorado Springs", "family activities in Colorado Springs". The websites most frequently listed were: www.visitcos.com; www.colorado.com; www.dacebook.com/cospringsnow.

Participants were then asked to search for North Cheyenne Cañon Park in particular and to respond if they would likely visit, and if so, where and what they would likely do. Based on their online experiences, six out of seven of the participants said they would visit North Cheyenne Cañon Park now that they were made aware of it. The most common likely activities and location they listed were hiking at Helen Hunt Falls and Mt. Muscoco as well as access to USFS's St. Mary's Falls.

Visitor Experience

While surveys and condition assessments are extremely useful to planning efforts, they don't always describe the way a park or visitor center 'feels'. In assessing visitor experience at Starsmore and Helen Hunt Falls it is important to note that a visitor's day is a collection of experiences and activities characterized by the sense of place that the overall park provides. Giving visitors a positive experience at the threshold of those deeper experiences—often visitor centers—enhances the perception and value of a park and an organization, increases visits, and boosts donations and sales. Even if visitors do not have to pay to enter, they are still investing their time, energy and thought into a visit, as well as giving up the opportunity to be doing something else. If a visit is made easier for an individual or family, their enjoyment and satisfaction levels rise, and they have more energy to enjoy and take in the exhibits. Largely due to their devoted staff and volunteers, Starsmore and Helen Hunt Falls Visitor Centers are good at welcoming visitors. However, perhaps because of an attempt to cover an extremely wide range of topics and themes in a relatively small area, they struggle to portray a cohesive story to visitors and to address a variety of visitor interpretive needs and interests.

(Visitor Experience continued on next page)



Some exhibit titles don't relate to broader thematic threads, there are rooms without proper introductions and a mixture of different topics in galleries without clear connections. The staff is aware of the need to improve their visitor experience, and often think through the important task of seeing themselves through the eyes of the visitor in order to transform the visitor experience. It is also important to note that the Visitor Centers are largely in transition because they are awaiting decisions determining the set up of concessions around which they will redesign their exhibits.









Starsmore Visitor Experience

The visitor experience often begins with parking. At Starsmore there is sufficient, and nicely designed parking and bus drop-off. The wayfinding to the front door and entry experience is nice and intuitive. The first impression one gets on site is of a nice, shady, and natural feeling facility. The entry past the Creek and through the hummingbird garden is calming and has a nice pedestrian, human scale. The stone building architecture, native plant gardens, and it being tucked away in the trees adds to the natural sense and appropriate landscape context. Multiple shaded outdoor areas and large trees along the Creek are extremely appealing to recreationalists. Likewise, its role as a comfort station is well served by good, clean restrooms and drinking water. Some requests by visitors have been made for a better ADA bathroom and the addition of a baby changing table. According to the staff survey, the typical visitor wants to use the bathroom, get water, get a free Park map and find information about hiking trails in the Park; they will also likely discover the interpretive exhibits during their visit. The building is accessible, but there are some issues with accessibility in the immediate exterior spaces and trails along the Creek.

The interior space is light, welcoming, and well maintained, and the staff is kind, helpful and welcoming. There is not a clear starting point for the interpretive experience, nor is there an orientation or introduction of themes to be discovered. Orientation to the Park is provided by paper maps and a solid terrain model, however the model is missing some current trails. The exhibits in general are not expressly high-grade, nor are they particularly cohesive stylistically or thematically. They do however have a nice, inviting, quaint, and accessible feel. The Visitor Center does not connote a hands-off feeling—where everything is sterile and behind glass—but instead invites visitors to touch and engage with the exhibitry and to interact with the staff. Where the exhibits themselves lack cohesion and consistent themes and storylines, the knowledgeable and engaged staff and volunteers, through guided hikes, programs, and casual encounters, do a great job of making those unifying connections.



Helen Hunt Falls Visitor Experience

Helen Hunt Falls Visitor Center is visited by a diverse demographic of ages, genders and ethnicities, and includes locals and tourists, picnickers, hikers, mountain bikers, trail runners, rock climbers, bird-watchers, naturalists, and adventure-seekers. But, because of its popularity, the staff perceives that the visitor experience at Helen Hunt Falls is beginning to suffer. There is insufficient parking and bus drop-off for the current amount of use at Helen Hunt Falls Visitor Center. Tour operators and volunteers do not have designated parking spaces and so therefore often cannot find parking, or park along the curb partially blocking the roadway. The stunning scenery, historic-looking log structure that fits nicely within the natural landscape give a positive first impression. Newly-planted aspen trees will help screen the building from the parking lot and help it further recede into the landscape. The large, shady porch on the "Cub" is an especially appealing and popular amenity. Because there are no trash receptacles at the Visitor Center, and only a large dumpster (one that a person of average strength cannot open) on the opposite side of the parking area, people often leave trash around the building and waterfall. There are a sufficient number of toilets for the large number of visitors, but the portable toilets sit below a steep crusher fines trail and behind a fence and cars and are therefore not (easily) accessible. Also, because they are not within an enclosure, they detract significantly from the natural setting.

The interior space of Helen Hunt Falls Visitor Center is nice and inviting. The indoor-outdoor feeling provided by the large entry and large, round, often-open windows adds to the nice natural feeling of the space. Unfortunately, because of staffing issues, the Visitor Center is often closed in the shoulder seasons and has to remain closed all winter. The exhibits have a quaint, informal, hand-crafted, and inviting feel. Upon entering, there is no defined starting point, organizing themes or understood interpretive sequence for the visitor. Like at Starsmore, where the exhibits themselves lack cohesion and consistent themes and storylines, the knowledgeable and engaged staff and volunteers, through guided hikes, programs, and casual encounters do a great job of making those unifying connections.

The often strenuous and exposed nature of the hikes in and around the Cañon make the fact that water and shade are readily available at the Visitor Center extremely appealing. In response to the question in the Helen Hunt Falls Guest Book about what they can do better, the most common answer is to have food available for purchase/donation.

According to the digital survey conducted by staff, in response to the question: How likely is it that you would recommend North Cheyenne Cañon Park to a friend or colleague? Of the 217 responses, the Net Promoter Score (NPS) was 97.













Themes and Storylines

Themes and storylines help craft seemingly mundane information into engaging and meaningful presentations. They are important to the visitor experience by creating a well-thought-out sequence that reveals meaning through the expression of an idea. To be relevant and provoking, exhibits must cohesively develop an idea or ideas over the course of its delivery.

There are many ideas within the two Visitor Centers that can capture, organize, and sustain the attention of the audience, that have not been crafted into a cohesive and meaningful system. Although many of the exhibits fall into broad thematic categories of history and ecology, they lack a solid thematic platform for the visitor to consider, react to, build upon, appropriate, and transform during their visit. Without the help of staff and programs, there are few opportunities for audiences to make their own connections to the meanings of the resource. This lack of a cohesive development of a relevant idea or ideas, makes the interpretive services in the Visitor Centers largely a collection of related information, chronological narrative, and somewhat haphazard arrays of tangible and intangible links. On their own, without the input, guidance and explanation of knowledgeable staff, they do not fully accomplish the desired outcomes of interpretation.

The lack of well-defined and successfully-delivered interpretive themes (when not otherwise delivered by staff) does not provide a necessary focus for the visitors' personal connections and is potentially detracting from the audience's ability to consider resource meanings and understand and appreciate the resource in ways they otherwise might have missed.

Although not readily apparent, nor explicitly named, the loose, overarching themes that exist within the Visitor Centers can be distilled into three areas: <u>Water, Rocks, and Shade</u>

Sub-Themes and stories existing in the Visitor Centers are loosely:

- Geology: mountain building, rocks and minerals
- Ecology: insects, birds, and mammals
- History: Helen Hunt Jackson, General Palmer, the Ute people

Stories that seem to be missing and/or incomplete in the Visitor Centers are:

- Geology: fault line, marine fossils, mountaineering, climbing, railroad, stone architecture, connections to other sites, including Garden of the Gods.
- <u>Ecology</u>: forest, native trees, watershed (three Creeks: North Cheyenne, South Cheyenne, Buffalo Creek—provide water to Colorado Springs), aspect, elevation, biomes, ecotones
- <u>History</u>: Ute, Spanish and Mexican heritage, Martin family, Everett Cramer, conservation movement, advent of auto-tourism, NCC is oldest and biggest Park 1885, railroad (Themes and Storylines continued on the next page)











Starsmore Exhibits

The exhibit space at Starsmore Visitor and Nature Center is largely in transition. Staff have removed some key exhibits in the upstairs exhibit room to make space for a new concessionaire to set up retail. The exhibits will likely remain in a transitional state until the concessionaire moves into Starsmore. At that time, all exhibits will be reconfigured and moved downstairs. Currently, there are more exhibits than there is space in the downstairs of the building. It should also be noted that the curation and management of artifacts and exhibits is greatly limited due to there being only one full-time staff member, four part-time staff and volunteers.

Starsmore exhibits include a mix of graphic panels, mechanical interactives, tactile exhibits, and ambient/art pieces. One type of mechanical interactive, flip doors, is used on several exhibits. There are numerous opportunities for tactile exploration of artifacts including antlers, pelts and wildlife artifacts, rocks and minerals, and an interactive sand table. There are no digital interactives except for one audio exhibit where visitors can listen to night sounds of nocturnal animals. The downstairs exhibit space also includes one screen that plays a rotating series of nature films.

Great care has been taken to ensure that materials, including blond oak and native stone, and colors including the original violet and green palette are used consistently throughout the space. American Craftsman architectural details and overall character are not overpowered by the exhibits.

In general, interpretive exhibits do not follow a consistent style, set of materials, fonts, colors or written style and voice. There is also no cohesive set of themes that help organize the exhibits spatially or carry consistent narratives through the space. Interpretation relies largely on high quality, one-on-one interaction with staff, and docent-led experiences.

Exterior exhibits at Starsmore consist of a panel on hummingbirds and several plant identifications. These exhibits are in severe disrepair and have significant UV damage. The exterior spaces are also filled with inconspicuous whimsical interpretive elements geared towards children, including painted and embedded animal tracks, rock gardens, and painted animals on rocks. These interpretive elements are very popular when experienced in conjunction with Nature Detective and other programs.

Exhibit Survey

According to the staff survey, the exhibit about the history of the Starsmore house itself and how it was moved to the current location is one of the most popular exhibits. Also, frequently mentioned in the staff survey were visitors' interest in local wildlife and especially hummingbirds. In response to the visitor survey question "Pick your top 3 exhibits," hummingbirds ranked highest at 68%, followed by the history of Starsmore House at 64%, the waterfall at 40%, the birding window at 32%, the nocturnal exhibit at 28%, and the butterflies and insects at 24%. According to the visitor survey, the least-favorite exhibits are the poetry box at 40%, the tactile geology rocks at 35%, and the children's coloring at 35%.

In response to the visitor survey question "In Starsmore would you like to see more technology be used in the exhibits?" 68% of people replied, "yes but in moderation" while only 4% replied "no". When asked "What types of exhibits would you like to see added at Starsmore?" answers included: more taxidermy of wildlife, history of geology of the area, oral histories; more on Park ecosystems; a "touch table" with pelts, rocks, etc.; history of the area; and 3D model of the Cañon.















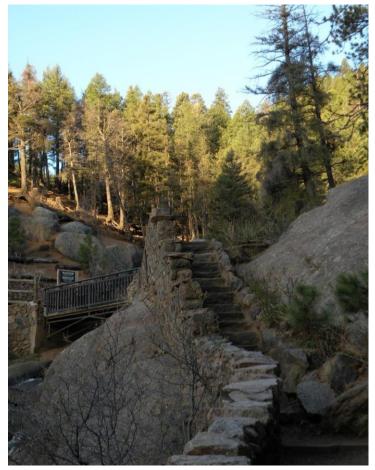




Helen Hunt Exhibits

Exhibits at Helen Hunt Falls Visitor Center include graphic panels, some historic and natural artifacts, and include no digital or mechanical interactives. The collection at Helen Hunt Falls Visitor Center comprises some truly unique and extraordinary artifacts, including Helen Hunt Jackson artifacts, and a tree cross section revealing history through its rings, and even a visible bullet embedded in it in the 19th century. Adding greatly to the interpretive experience are a few engaging, hands-on experiences including writing a poem like Helen Hunt Jackson, painting at the children's art table, and panning for gold in the Creek. The exhibits have a quaint, informal, hand-crafted, and inviting feel. Playful wildlife murals in a naïve art style, ornate craftsman chandeliers, and picture frames add to this quaint, vernacular feeling.

Upon entering, there is no defined starting point, organizing themes or understood interpretive sequence for the visitor. In general, interpretive exhibits follow a consistent style, color scheme and fonts, although much of the media seems outdated, is printed on paper, and appears temporary. Like at Starsmore, where the exhibits themselves lack cohesion and consistent themes and storylines, the knowledgeable and engaged staff and volunteers, through guided hikes, programs, and casual encounters do a great job of making those unifying connections. It should also be noted that the curation and management of artifacts and exhibits is greatly limited due to there being only one full-time staff member, four part-time staff and volunteers.







Programs

Programs give visitors the opportunity to interact directly with knowledgeable staff and the resource. Visitors are able to glean information and storylines often not presented in the interpretive media that inform their own ideas and opinions. Programs are an extremely integral part of the interpretive experiences at both Starsmore and Helen Hunt Falls Visitor Centers.

The percentage of visitors who visit Starsmore as program participants has gone up significantly in the past ten years. In 2016, 4,693 people participated in programs, while in 2006 there were only 1,765 program participants. 4,580 people participated in programs in 2017.

The most popular programs include the Tipi and Ute Heritage workshop (2nd highest revenue generator), Nature Detective, and Bee Bunch. According to the visitor survey, 29.09% of program participants participated in Nature Detective—far and above the most participants—followed by 13.64% in Andy's Animal Senses. These programs rely on the knowledge and dedication of the one full-time staff, 5 part-time staff and between 3,000 and 4,000 volunteer hours annually. Of 220 responses to the visitor survey, when asked "In what experience did you participate?" 74.55% responded "School Program", 16.82% responded "Park Program", and 10% responded "Volunteer Experience".

Most visitors are interested in the standard school programs, but according to staff, recently, the special programs held have generated interest. These programs include the Read Across the Canyon, Teddy Bear Picnic, Painting/Art programs, Nature Hour, Guided Hikes, and Volunteer Enrichments tailored to unusual and fun things about the Cañon.

A majority of the effort put into interpretation and visitor experience at both Starsmore and Helen Hunt Falls seems to be geared towards programs. Despite minimal staff, the interpretive experiences of visitors to the Park rely largely on high quality, one-on-one interaction with staff, and program participation.

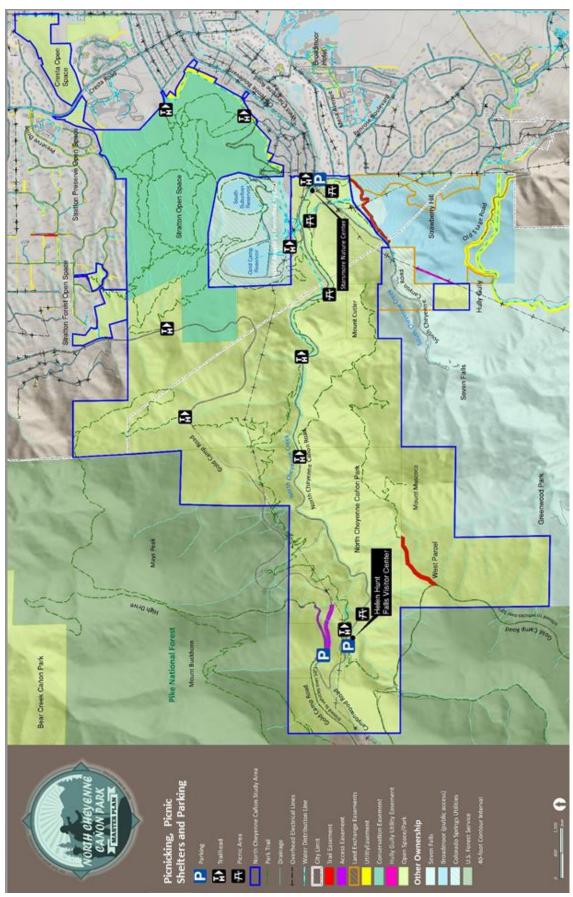
Funding

One of the most appealing aspects of North Cheyenne Cañon to visitors is that it is free. People and families of all socio-economic situations have the opportunity to have a high-quality experience, learn, exercise, and connect with nature. The staff is resolute in their belief that there should not be any admission to the Visitor Centers in the Cañon.

Current operating budget for Starsmore and Helen Hunt Falls comes from the General Fund, Mary Starsmore Fund, the Friends of Cheyenne Cañon, the Seven Falls tram, donations, water sales and other minimal retail, and educational programs. The general business model for the visitor centers is to bring x dollars to the table every year to add to the General Fund to make the whole. In 2017, x was \$32,000 and money relied heavily on the friend's group and cash reserves to barely meet this goal. In recent years, post-recession, General Fund dollars are coming back. But, revenue has started to drop recently due to the friends group no longer supporting summer camps and cutting their overall donations. In 2014 revenue from Education Programs was \$26,624 while in 2017 (through September) revenue was only \$15,292. However, donations at Helen Hunt Falls have gone up in the last three years. The "take what you need, give what you can" water donation campaign has been very successful. In combination with the efforts of volunteers to raise donations at the rock table and other donations, \$23,000 was raised in the 2017 season. On the visitor survey, when asked "Did your experience today inspire your support for our park and nature center?" 80% of respondents strongly agreed and 18% agreed.









Climbing in North Cheyenne Cañon Park By Stewart M. Green 719-482-4276

Areas that have established routes

combination of bolt anchors and traditional gear. Areas with mostly bolt-protected routes include The Pinnacle, South Buttress, Tinseltown, Company Wall, Raspberry Gully, The Amphitheater All of the areas that I listed have established routes. Many are traditional-style routes protected with climbing equipment like cams and nuts, while others are protected with bolt anchors or a Hying Buttress, The Orc, and Silver Cascade Slab.

The Amphitheater, Hying Buttress, The Ore, and Silver Cascade Siab. Other routes are scattered on various cliffs like The Purple Bastion and The Nose. Areas that have hardware in routes for lead climbing
Areas with mostly bolt-protected routes include The Pinnacle, Company Wall, Raspberry Gully,

Areas that have toprope options

Pinnacle, which has the highest concentration of bolted routes, a toprope wall on the bottom of the West Face of The Pinnacle, Toprope Slab across from Graduation Rock, Company Wall, The routes, to bolt anchors at the top of pitches. Popular toprope areas are the North Face of The Most of the toprope routes are accessed by climbing existing routes, usually bolt-protected Amphitheater, and Silver Cascade Slab.

Quality of rock in different areas

The quality of the granite varies, even within specific climbing sectors. The North Face of The Pinnacle has generally hard granite, although some crumbley sections with lots of feldspar are good granite, although some poor sections are found. The Nose has excellent granite. The best generally hard granite. Raspberry Gully, The Amphitheater, and the Flying Buttress all have found. The Company Wall has variable rock quality. Tinseltown, which faces north, has granite for climbing in the park is on Silver Cascade Slab above Helen Hunt Falls.

Priorities for establishing access and rules (by area)

All climbing access trails are also used by other park visitors, which increases erosion.

access trail, which comes up from the stone bridge over the creek on the west, is up loose gravel so it has been susceptible to damage from erosion and cutting switchbacks. This trail needs the most attention to create a sustainable corridor to access the cliff base. The North Face of The Pinnacle is the most popular climbing sector in the park. The

The descent trail from the summit of The Pinnacle, which descends west in a wide, loose gully on the south side of the formation, is also composed of loose, unconsolidated granite.

The trail from the park road up a gully south of The Pinnacle to Raspberry Gully, The

A short sustainable trail from the top of Silver Cascade Falls to the base of the slab above Amphitheater, Flying Buttress, and The Orc also needs attention.

The other climbing sectors are less visited than those above, so any trail work would be a

low priority.

Areas that are easy, medium, hard (if they exist and your best suggestion on rating ranges i.e. 5.4-5.6 easy, etc)

Difficulty grades of routes at almost all of the climbing sectors in the Canon vary, with most either moderate or hard. Some sectors have a selection of easy routes.

that range from 40 to 100 feet long. Grades vary from 5.8 to 5.12 (moderate to hard). The classic The North Face of The Pinnacle offers mostly single pitch, bolt-protected sport routes route in the Canon, established by 10th Mountain Division climbers in the early 1940s, is The Army Route (5.5) up the North Face.

The routes at The Amphitheater range from 5.7 to 5.13 (moderate to hard). The two routes are Flying Buttress are 5.9 and 5.6. The Ore routes are moderate in grade from 5.9 to 5.11. The Company Wall routes range from 5.7 to 5.11 (moderate to hard). The two routes on The Nose are 5.9 and 5.10 (moderately difficult).

The Silver Cascade Slab routes range from 5.5 to 5.10 in difficulty (easy to moderately

What about Graduation Rock - seems an area for bouldering - is that legit?

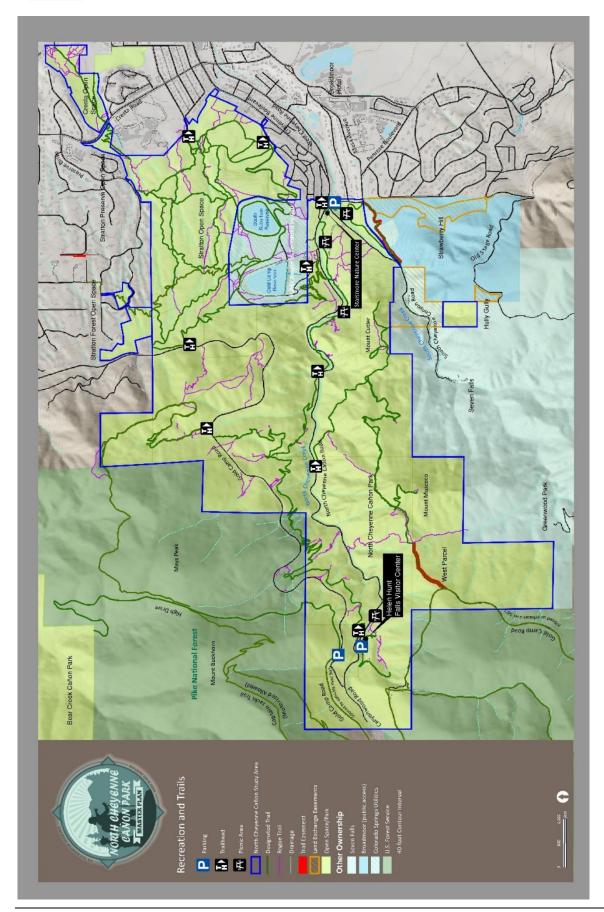
Graduation Rock is a long-time bouldering area, one of the first in the United States. It's long been popular with climbers since the 1940s or before. It also figures in American climbing history since one of the first bouldering competitions was held here.



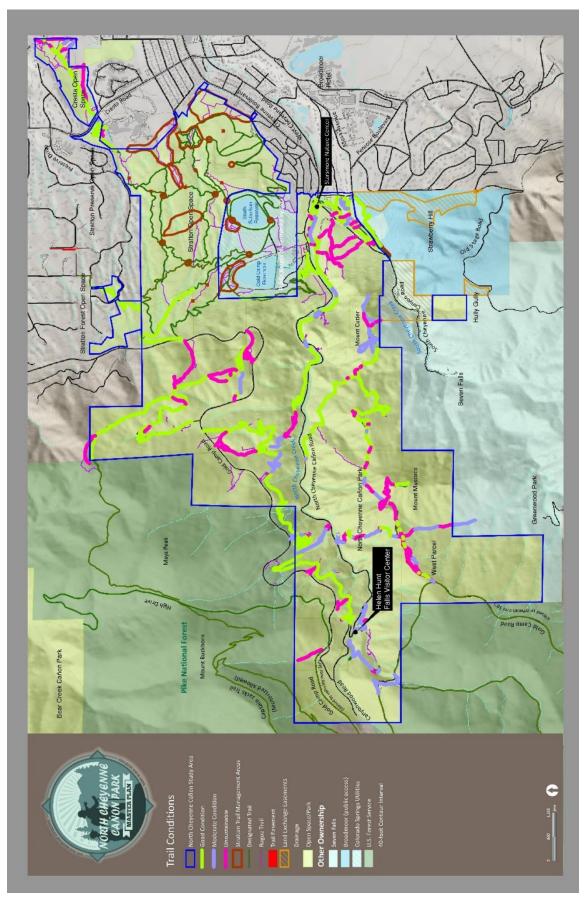














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Appendix J –

Master and Management Plan Maps

J2..... Master and Management Study Area

J3..... Program Use Areas

J4..... Master Plan

J5..... Natural Preservation Areas

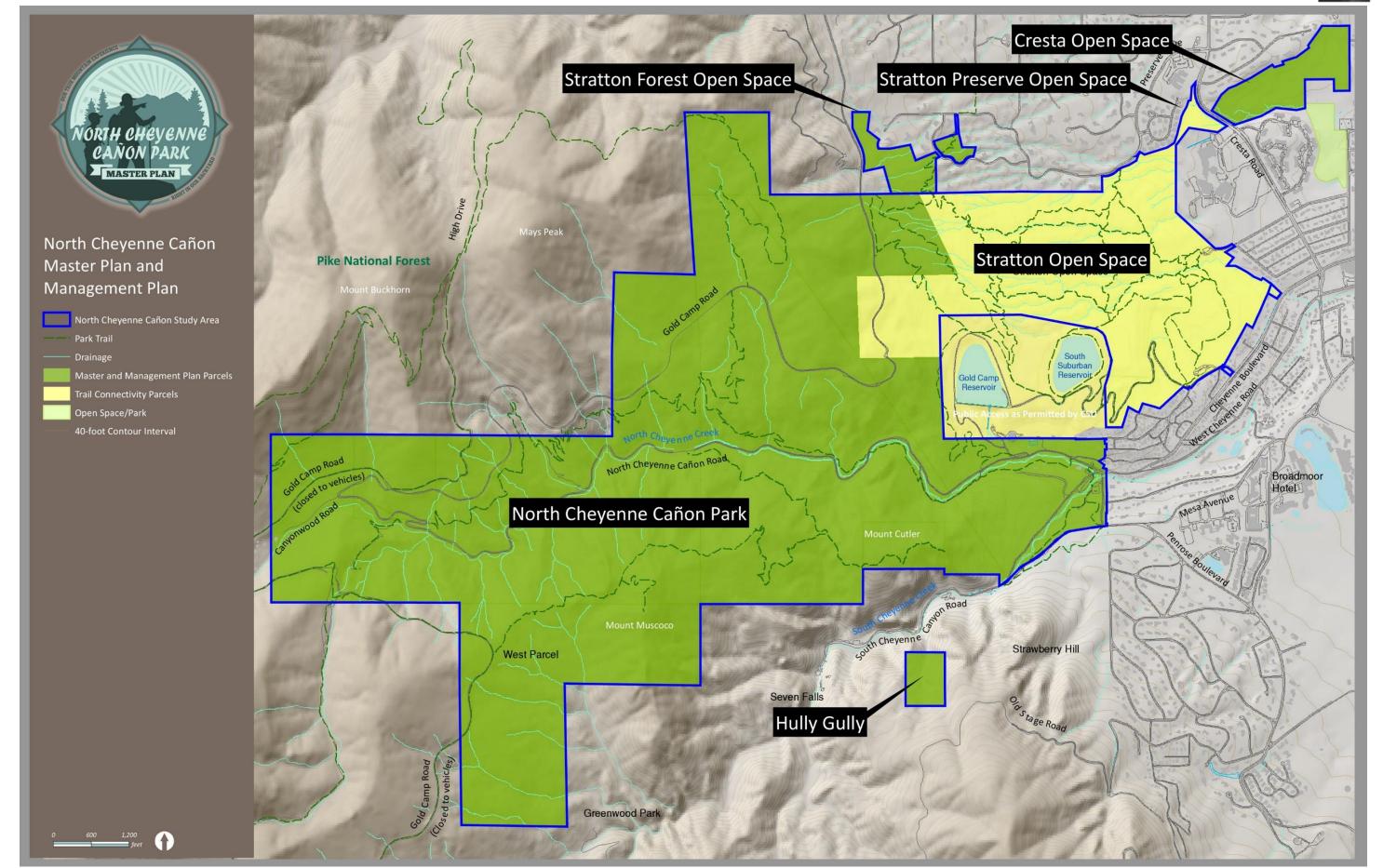
J6...... Wildfire Defensible Zones

J7..... Forest Management Priorities

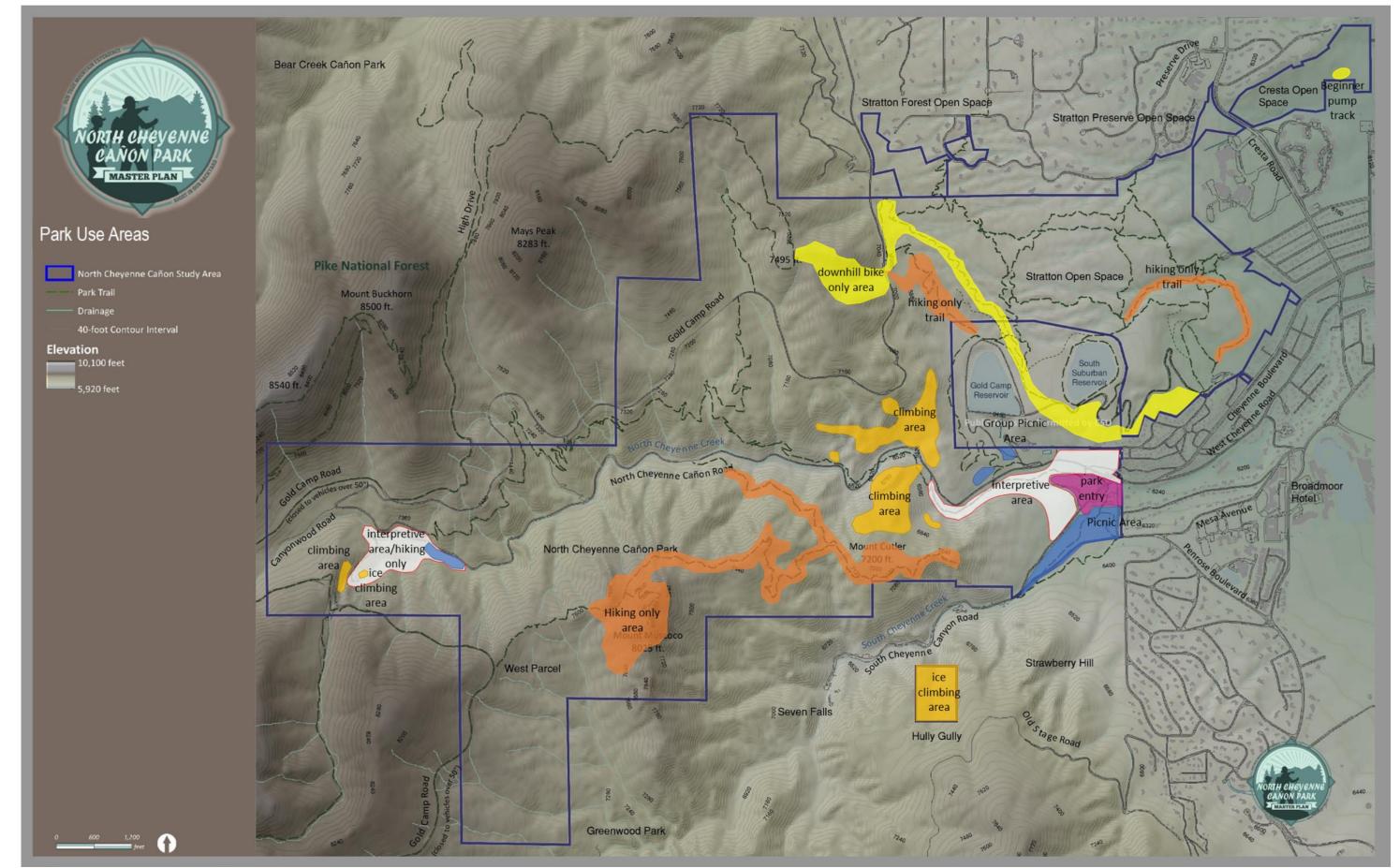


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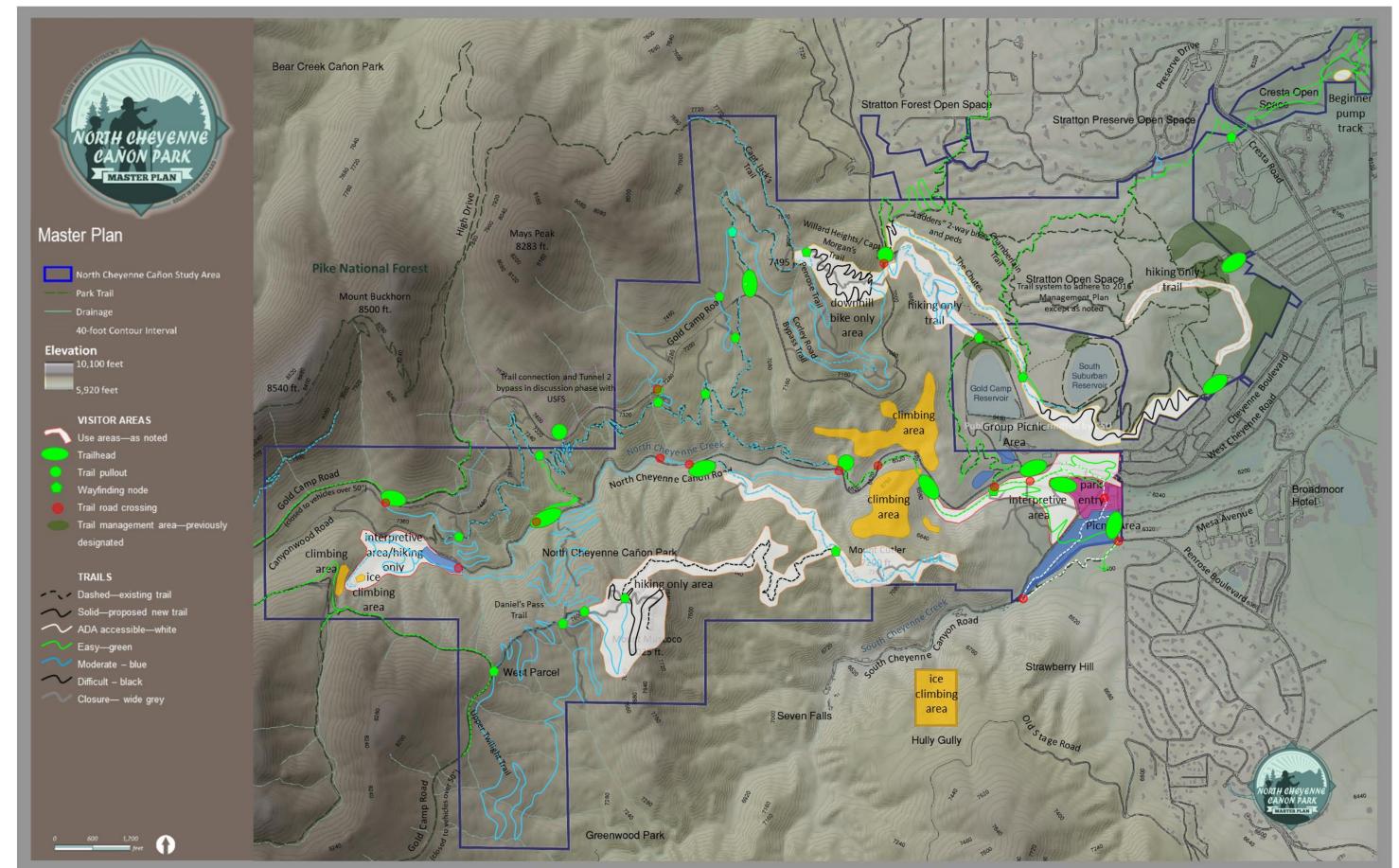




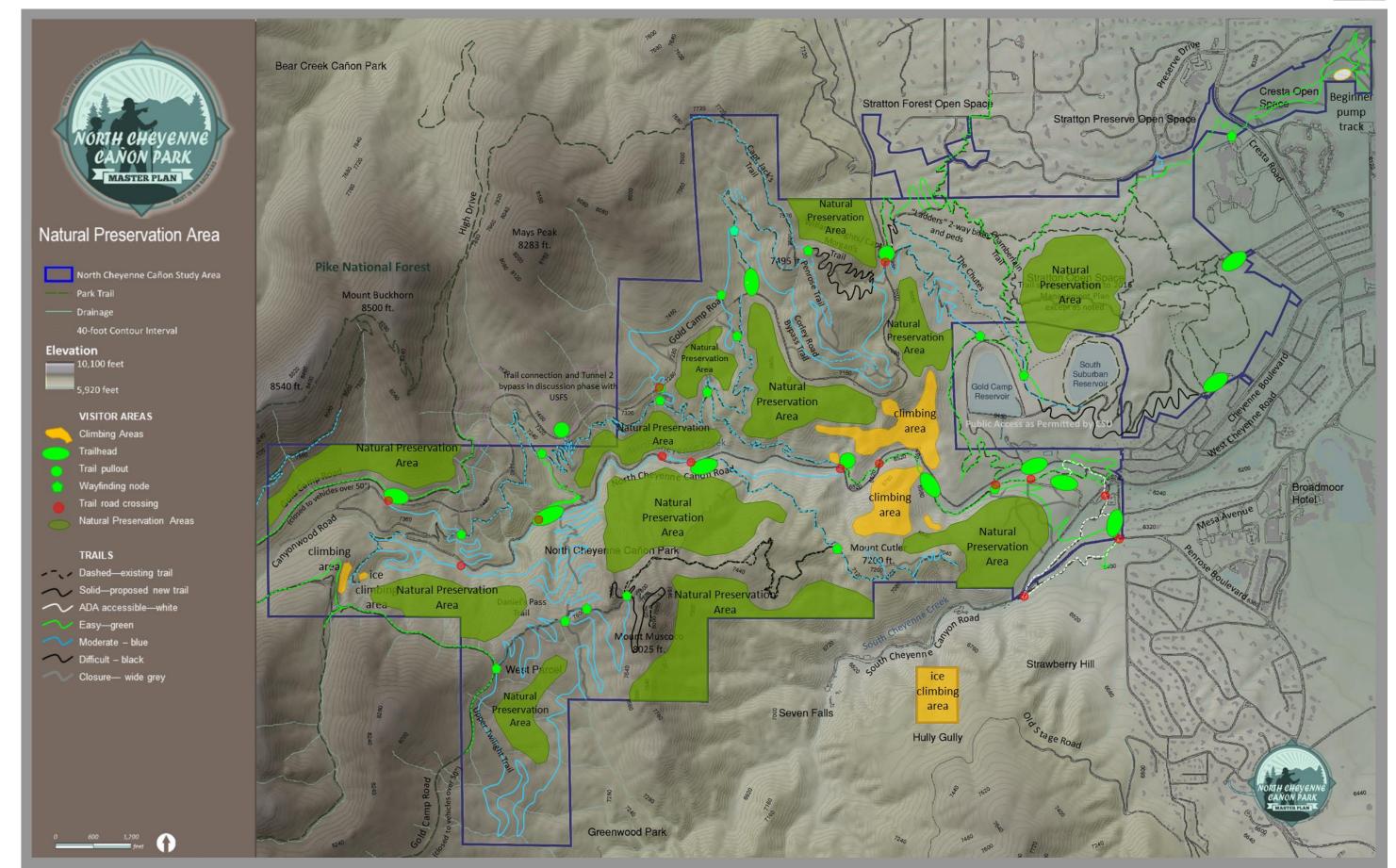




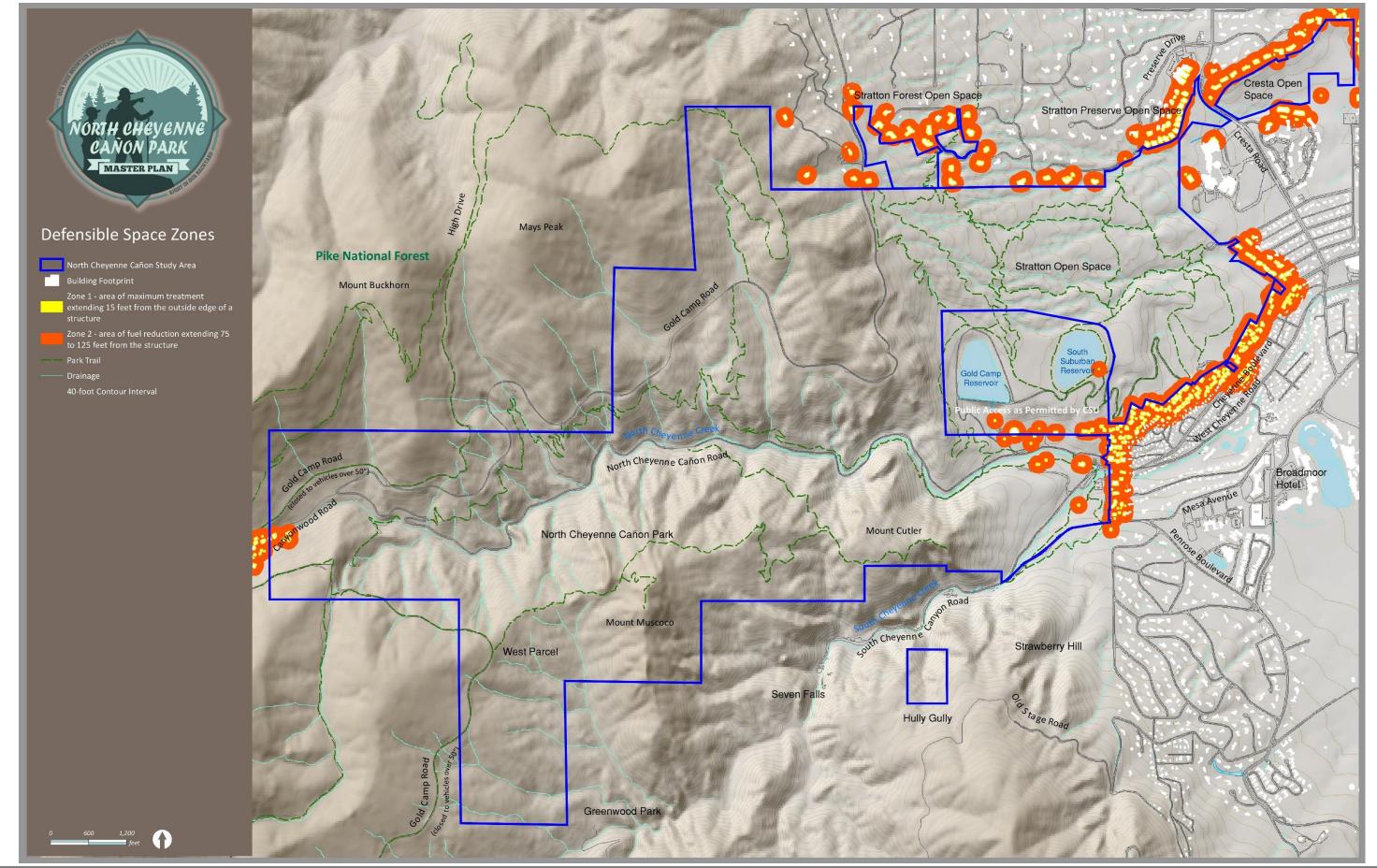














Forest Management Priorities

As developed and written by City Forestry.

Priority One:

The highest priority for Stratton Open Space is the Stratton Springs drainage. This 8-acre polygon is heavily overstocked, is being revegetated with invasive species and the understory regen has created a fuel structure that will be the mechanism for a catastrophic fire.

Excessive stand stocking is being driven by a "do nothing" management scheme whereby the natural species mix of widely spaced ponderosa pine and Gambel oak is being replaced by a heavy under and overstory mix of shade tolerant Douglas-fir. This long term exchange of species will be detrimental to the end game forest health as it allows a far higher number of trees per acre to exist where it normally would not occur. Ponderosa pine trees need space and sunlight to properly function and grow. This means fewer numbers of trees per acre with little to no understory ladder fuels.

Over time Douglas-fir, a shade tolerant tree, replaces the ponderosa pine and other sun loving understory bushes like chokecherry, Woods rose, Gambel oak, currants, and sumac including overstory trees like riparian cottonwood and willows. This artificial plant community is not sustainable over time, replaces the complex native riparian habitat and forces wildlife to relocate.

Solution: engage in thinning practices that remove juvenile understory and large diameter overstory D. fir to open the residual ponderosa pine stand canopy that allows sunlight to once again strike the forest floor to stimulate native riparian plant rejuvenation. Riparian plant communities are much more fire resistant than conifers, especially during times of drought. This also creates a healthier wildlife habitat which is more abundant in food stores and places for songbirds to hide, escape and preen. Aesthetically it is also more pleasing as it promotes flowering that attracts pollinators and fills the stand with color.

Invasive species of Siberian elm, green ash, Russian olive and New Mexican black locust have begun to colonize the drainage. This is not acceptable as these species of non-native trees will literally and totally replace the native riparian willows and cottonwoods over time.

Solution: engage in total annihilation of invasive species to protect the habitat and release the native vegetation. Phreatophytes of this nature rob native veg of space, sunlight, nutrients and most importantly water. This treatment phase is imperative to the long term sustainability of the riparian drainage and the fauna that depend s on it.

The fuel structure created by excessive numbers of stems (trees) per acre is in large part caused by a thick "dog hair" layer of juvenile understory Douglas-fir. There is a mix of seedling to sapling stage trees, 1 to 15 feet in height and rarely over 2 inches in diameter. Because they are so shade tolerant Douglas-fir can thrive in the dark, shaded understory of ponderosa pine and dominant parent trees. This "ladder" fuel can carry cool burning



surface fires up into the overstory, carrying lethal heat and flames to the crown. Once this process begins then a canopy fire is created and if driven by southwesterly winds can be extremely difficult to control and put out. Widespread destruction ensues including tree and habitat loss, mass soil movement with storm events and aesthetic and recreational values lost for decades.

Solution: engage in highly selective forest thinning, beginning with the dog hair regen below and then working in the residual overstory to favor dominant Dwarf mistletoe-free ponderosa pine with an occasional Douglas-fir. Additionally, remove all deadfall from the forest floor except material that is already incorporated into the A horizon. Highly select for native species of riparian bushes and dominant cottonwood and willow. Create small openings that have edge effect to attract ungulates and encourage structure variety that favor small song birds and mammals. Grasses also utilize/re-colonize sunny exposures and invite further species diversity with invertebrates and grazers.

Priority Two: Stratton Open Space

Continue forest restoration practices begun in earnest in 2017 by scheduling further oak brush mastication to rejuvenate stagnant clones of Gambel oak. Continue stand thinning to a BA of 50-100 in the ponderosa pine overstory, reduce ladder fuels, encourage creation of defensible spaces near private homes adjacent to the open space, eliminate invasive species where found, encourage conservation of wildlife snags for habitat, and select against shade loving Douglas-fir. The Front Range is a ponderosa pine dominant coniferous forest and our wildland urban interface open spaces should be managed as such.

Priority Three: All of NCC

See Priority Two where applicable and slope, accessibility, costs, soil types, and fire mitigation needs dictate.

Priority Four: Trailheads and Picnic Tables

Stand overstocking and heavy fuels in high pressure public areas.

Solution: Highly select, thin and prune the stands of trees that are in use and close proximity to trailheads and picnic tables. Thrust of work is twofold; to reduce fuels and to reduce forest hazards such as dead trees and limbs at risk of failure. Pay special attention to overhead hazards along trails as well.

Thinning to a 50-80 BA is standard in ponderosa pine with higher values along waterways populated by Douglas-fir.



Priority Five: Monitor for Insect and Disease and other disturbance events

Sixty percent of the entire NCC park has slopes in excess of 30%. Realistically, forest management practices can only occur on slopes at 30% or less. Therefore, fire, avalanches and other disturbance events can cause destruction over a large part of the open space where the opportunity to treat/remove damaged trees is impractical.

Solution: monitoring is key, especially when it comes to somewhat predictable bio-disturbances. Insects and diseases become active the exact same time that the trees do in the spring so timing is easy to calculate with regard to spray treatments, population surveys, removal treatments and education. Generate a list of likely I/D candidates such as WSBW or DFTM that might have an impact on forest health. Maintain records as to bud break, population dynamics, weather patterns and other tangibles that can be useful in predicting forest insect activity. Maintain partnerships with adjacent property owners such as 7 Falls and the USFS/Pike, San IS.

Maintain partnerships with City Fire Department as well with respect to completed or upcoming fuels mitigation treatments. Forward relevant maps, prescriptions, costs per acre, locations, scopes of work and other useful information to broaden knowledge base for unexpected disturbance events. These are fire (arson), avalanches, and plate tectonic events.



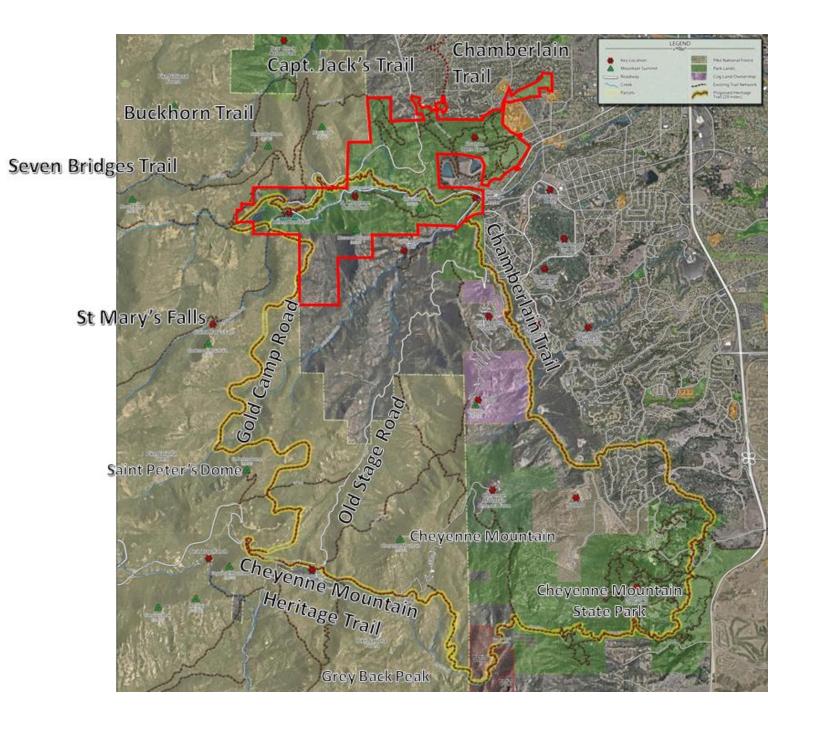


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Appendix K -

Cheyenne Mountain Heritage Trail Concept Plan







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